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Pall Mall

SPEEDWAY

CHRISTCHURCH, NEW ZEALAND.

RADIO AVON 1290

OFFICIAL PROGRAMME AND NEWS

30c

RADIO AVON 1290

Rod Dew looks behind...

THE SPEEDWAY SCENE

2nd Meeting Saturday, 15th November 1975

A new record on opening night—that's something which doesn't happen very often. KEVIN (rider) and PAUL (passenger) FRENCH ignored the need for a settling down period and in their very first competitive ride, blazed to a new four-lap sidecar record of 82.6 sec. This lopped four-tenths of a second off the time set by IAN BEGBIE almost exactly a year ago and set the season off to a tremendous start.

It was a great performance for a combination which only made its racing debut last year. KEVIN and PAUL wnet on to win the other two events in their class as well, leaving no doubts that they are now the ones to beat among the three-wheelers. It is going to be rather interesting when the reigning New Zealand champion, LES DWIGHT junior, makes his first appearance of the season.

The FRENCH BROTHERS, incidentally, have one of the great names in speedway sidecar racing backing them—none other than LES DWIGHT senior, who retired at the nd of the 1973-74 season immediately after winning the South Island title for the umpteenth time. He was then the reigning New Zealand champion, for the second successive year. Nobody else has ever won the title two seasons in a row.

LES DWIGHT jnr.

However, LES DWIGHT jnr. must have high hopes of emulating his father this season.

The 1000c Vincent which the FRENCH BROTHERS are riding is the same one which served DWIGHT snr. so well for so long. And it is probably going faster now than it ever did. Dwight senior is still an enthusiast for sidecar speedway racing but these days he has another interest—restoring classic motor-cycles. I am sure I don't need to tell you what bikes he prefers—Vincents, of course.

In my first editorial, some of the information was, regrettably, incorrect. WARREN BENSON is certainly not racing a 750 Suzuki outfit. This is being campaigned by BARRY LYNCH and DAVE SCOBIE. And very promising it looks.
The TURNER BROTHERS have split up, too. WAYNE TURNER is now acting as ballast for WARREN BENSON and BRUCE TURNER has BRENT BEADLE in his outrigger.

* * *

ALLAN PALMER

ALLAN PALMER certainly made an impressive debut in the midget car ranks with his new American Sesco. A second in his first race and wins in the remaining two indicated that he is ready for even higher levels of competition. Admittedly, the competition towards the end of the night wasn't the greatest—retirements were somewhat heavy. But that Sesco, with its straight four engine, is obviously one of the finest midget cars to race at Templeton and Palmer has the ability to get the best out of it.

It was good to see TREVOR HALL back in action with his Taubmans Special, immaculate as always. TREVOR has won the South Island midget car title something like 10 times – a record which is unlikely to ever be bettered. He didn't race at all last season but, with the right incentives, could yet spring a surprise or two.

JACK BRYAN, having his first competitive ride in the ex Murray Burt McPhail Holden, surprised everybody by racing off with top honours in the opening midget car handicap. He, too, is obviously going to make his mark in this class.

* * *

The ranks of the three-quarter midget car class appeared to be a little thin (on opening night) but there was no lack of determination or skill on the part of the drivers. And there were plenty of thrills as well. TONY DAVIS, with his Triumph 650-powered racer, provided the chief entertainment of the night in the class. He won the opening handicap race with an impressive display but in the second got into all sorts of bother on the prison bend. His interest in the race ended abruptly when he plunged upside down into the safety fence – after four of the most graceful somersaults I have seen! It was little short of a miracle that he escaped unharmed.

* * *

The standard of machinery in the supermodified class is now exceptional and there is clearly going to be some exceptionally close racing. Reigning national champion PETER ANNAN, in one of the few genuine supermods remaining, won two of the three events and finished second in the other. It was another great effort from a man who has been a leader in the class ever since it was established.

But the driver who made the biggest impression was another experienced racer, HARRY PIERSON. Harry's driving has been a little wild on occasions but in the opening race on Saturday he was superb, as steady as a rock. He won as effortlessly as if he was out for a Sunday afternoon drive. In the next race, he was ahead by a country mile and heading for certain victory when a dust-up behind resulted in a period of driving on the caution light in Indian file.

HARRY PIERSON

This enabled the rest of the field to close right up on him and when the race resumed, he was hit from behind by JOE ANNAN and spun out of the race. Joe was later excluded from all placings but Harry had made his point. His years of settling for the minor placings were over.

The South Island championship is scheduled for later this month (November 29) and Harry has obviously got his eye on this.

* * *

The battle is on with a vengence in the solo motorcycle class. GRAEME STAPLETON, top man last season, is clearly not prepared to step down in favour of LARRY ROSS, just back from a successful first season with Stapleton's old team, Wimbledon, in the British league. The first clash between the two, in the super six, resulted in a good win for Stapleton in what turned out to be the fastest time of the night – 78.4 sec.

Their next meeting in the flying four was inconclusive. The first attempt to run the race ended when Dennis Sinlock crashed on the first bend, and in the re-run ROSS was first into the first bend and STAPLETON tried to go under him. They touched and both went flying. Unfortunately, STAPLETON was excluded from the next re-run and LARRY went on to win from TOM BLACK.

LARRY ROSS

So it should be all on tonight. And with the possibility of Englishman IAN HINDLE joining the fray, things could get rather interesting.

The biggest impression among the riders lower down the scale was made by GARY FORSCUTT. He started off by winning the novice final in 81 sec. – probably the fastest time a novice race has ever been won in – and went on to win the second division final as well, this time in a rapid 80 sec. This qualified him for a place in the first division– a classical "rags to riches" performance.

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EVENT A — NOVICE A — 4 Laps

No.	Rider	Grid
~~33~~	~~CRAIG BLACKETT~~	1
43	JOHN HANNING	5
22	TERRY JEMMETT	4
36	WARRICK ALDRIDGE	6
38	WAYNE SKILLING E.F.	3
11	PAUL HARRINGTON E.F.	4

1 43 2 36 3 32 Time 88.3

1st 2nd 3rd to Event 3

EVENT B — NOVICE B

No.	Rider	Grid
302	ALAN BUNNY ~~KEN ROBINSON~~	5
10 26	~~MURRAY RITCHIE~~ PHILL MINSKY	4
39	STEPHEN DUFF	3
13	GRAHAM TAYLOR	1
18	DENNIS MAXWELL	6
14	~~NIGEL HARRIS~~	2

1 13 2 39 3 18 Time 89

1st 2nd 3rd to Event 3

Event 1 — SIDECAR QUALIFYING — 4 Laps

No.	Rider	Grid
7	BRENT BEADLE/ALAN BOYLE –Cashmere T.V. Ltd. Triumph	1
3	IAN BEGBIE/TONY HENREY E.F. Rickman Triumph	5
8	BARRY LYNCH/DAVE SCOBIE 750cc water cooled Suzuki	3
95	LES DWIGHT (Snr.)/STEVE UNWIN – Vincent 1000	6
1	PETER LAMBERT/NIGEL LAMBERT –Dyer and McTeigue Triumph	4
13	WARREN BENSON/WAYNE TURNER –Bakers Triumph E.F.	2

1 8 2 1 3 5 Time 87.6

1st 3rd to Event 4. 2nd 4th to Event 8.

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Rod Dew looks behind...

THE SPEEDWAY SCENE

3rd Meeting Saturday, 22nd November 1975

Things are warming up nicely in the solo bike first division. What started out as a two-way tussle for supremacy between New Zealand test riders GRAEME STAPLETON and LARRY ROSS has overnight turned into a tri-angular affair with the spectacular arrival of Englishman IAN HINDLE.

STAPLETON

And the competition at the top level could be increased at any moment by the arrival of the British junior champion, NEIL MIDDLEDITCH, and two more English riders of some promise, KEITH ANDERSON and NIGEL MORLEY. These three are expected at any moment. Anderson and Morley were actually scheduled to fly into Christchurch last Sunday but were not on the plane when Christchurch Speedway Association president TONY NESBITT went to welcome them. It is assumed that they made an unscheduled stopover in Australia.

But in the meantime, the rivalry developing between STAPLETON. ROSS and HINDLE seems certain to result in a few fireworks. STAPLETON started the night off well last week-end with a fine win from the back mark in his handicap race and then had the satisfaction of coming from behind to defeat Hindle on the last lap of the opening first division qualifying race. Ross won the other qualifying race and prospects of a fine battle in the first feature race, Tommy's Suzuki Centre super six, looked good.

The clutch of Hindle's borrowed bike gave trouble on the grid and he was left behind as the field streaked into the first corner. ROSS made it first and with a splendid display managed to keep STAPLETON at bay to win in the fastest time of the night, 79.6 sec.

The final scratch event, the Coca Cola flying four, promised to provide the highlight of the night. And for two laps it lived up to all expectations. HINDLE made a beautiful start, diving into the first bend with ROSS and STAPLETON right up his exhaust pipe. For two laps they circulated, inches apart. Then STAPLETON'S motor went sour and he dropped right back. HINDLE went on to win in 80.5 sec. from ROSS.

Tonight, HINDLE will again be in borrowed machinery –his own bike is not due until December 19.

* * *

Next weekend at Invercargill, the South Island's leading solo bike riders will start the long hike to the world championship final. The event is the South Island final and the top 12 riders from Templeton will be there. At stake will be eight places in the New Zealand final, which will be held here at Templeton on February 14. Actually, the places available might be rather less than eight when it comes time to contest the national final because the like of BARRY BRIGGS and IVAN MAUGER will be seeded directly into it.

Therefore, any rider with his sights on greatness will have to finish in the first four or five to ensure his place. The two leading candidates for top honours at Invercargill are of course GRAEME STAPLETON and LARRY ROSS. IAN HINDLE, and any other Englishmen who happen to be about at the time, are not eligible. They have until the next European season to reach top form.

* * *

STEPHEN FOSTER, one of the most talented young riders to rise through the ranks at Templeton, has retired. FOSTER unempectedly came to the decision to hang up his leathers after competing in the first division on opening night. At his best, FOSTER could be quite brilliant and he has victories over many of the top riders in the country as tangible evidence of this. But he has had a number of set-backs through injury and mechanical problems. He went to England a few years ago but a crash in a grass track meeting prevented him racing at all on speedway. It is a great shame that FOSTER has decided to finish because he had not fully explored the limits of his considerable potential.

FOSTER

* * *

If there is a familiar look about a newcomer up in the control box this season, it is not surprising. It is DON RICHENS, the new Speedway Control Board referee. For a great many years, Don was a leading performer in the three-quarter midget car class and also spent a period as president of the Christchurch Speedway Association. The A.C.U. steward is a well known figure in the motor-

cycling world, MURRAY BUTLER. He is currently vice president of the New Zealand Auto Cycle Union and, consequently, a man of no little influence in the speedway and motor-cycle racing world. He is also a former scrambler of note, having won numerous major championships.

RICHENS

* * *

If the three-quarter midget car class is looking a little thin at present, it is because it has lost two of its best drivers. ALLAN PALMER and MARK WILLIAMS have both moved into the full-sized midget car class and with devastating effect. PALMER is clearly the dirver of the moment with his new Sesco racer. In fact, he has made such a good early impression that he has been invited to compete in the Coca Cola series at Auckland's Western Springs tonight. Williams made his racing debut last Saturday in his Chevy II, a car which has just experienced its second major rebuild. It was originally raced by RUSSELL MEAD with a Fiat engine and more recently by BEVAN TULETT, with the more powerful Chevy II power unit.

WILLIAMS, the holder of the one-lap and eight-lap three-quarter midget car records at Templeton, wasted no time last Saturday getting to grips with the new class. From the rear of the field, he finished runner-up to Palmer in the opening midget car handicap. It was a performance which suggested that the two top TQ drivers last year might well be the top midget car drivers this season.

But at least one man will dispute this–LAURIE MILLAR. He won the $1000 Firestone scratch by inches from Palmer, fighting back brilliantly after losing the lead temporarily on the penultimate lap. It was a performance which suggested that PALMER and WILLIAMS will have to work very hard for any success which might come their way.

MILLAR

* * *

National sidecar champions LES DWIGHT jnr and STEVE UNWIN disappointed nobody by their performance when they made their racing debut for the season last Saturday. After the record-breaking performance of KEVIN PAUL FRENCH the previous Saturday, it was thought that they might have to take a back seat. Any doubts about their right to the No. 1 position in the sport were quickly swept aside when they won the opening sidecar scratch in 82.6 sec, equalling the French brothers' week old record.

Next Saturday, the spotlight will turn on the South Island supermodified championship and with the depth of ability in the fields this season it is a little more difficult than usual to predict a winner. The national champion, PETER ANNAN, must be the one to beat. ROGER GLEESON has been having a few teething problems with his Camaro racer but should have these sorted out by next week. And then there is A. J. McDONALD, the winner of the Champion $1000 feature last Saturday, and MIKE ALLAN, SELWYN EVERETT, JOE ANNAN and HARRY PIERSON to consider. All must have their sights on the title.

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EVENT A — NOVICE A — 4 Laps

No.	Rider	Grid
~~457~~	~~WIN IRVINE~~ TIM MOORE FELL	5
39	STEPHEN DUFF	2
36	WARRICK ALDRIDGE	1
~~26~~	~~MURRAY RITCHIE~~	–
10	PHILLIP LYNDSAY	4
38	WAYNE SKILLING	3

1 36 2 38 3 39 Time 84

1st 2nd 3rd to Event 3

EVENT B — NOVICE B

No.	Rider	Grid
~~42~~	~~KEN ROBINSON~~ NIGEL HARRIS E.F.	4
~~913~~	~~GRAHAM TAYLOR~~ BRYCE DOIG	5
~~22~~	~~TERRY JEMMETT~~	–
18	DENNIS MAXWELL E.F.	1
30	ALAN BUNNY E.F.	2
11	PAUL HARRINGTON E.F.	3

1 9 2 – 3 – Time

1st 2nd 3rd to Event 3

Event 1 — SIDECAR QUALIFYING — 4 Laps

No.	Rider	Grid
7	BRENT BEADLE/ALAN BOYLE –Cashmere T.V. Ltd. Triumph	4
3	IAN BEGBIE/TONY HENREY– Rickman Triumph	2
8	BARRY LYNCH/DAVE SCOBIE –750cc water cooled Suzuki	3
6	GRAHAM PULLAN/DAVE MOLYNEUX – 750 Norton	1
1	PETER LAMBERT/NIGEL LAMBERT –Dyer and McTeigue Triumph	5
13	WARREN BENSON/WAYNE TURNER –Bakers Triumph	6

1 6 2 3 3 13 Time 86.5

1st 3rd to Event 4. 2nd 4th to Event 8.

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Rod Dew looks behind...

THE SPEEDWAY SCENE

4th Meeting Saturday, 29th November 1975

The first championship of the season is at stake tonight. It is the South Island supermodified car title and one man who is particularly keen to win is PETER ANNAN. He has won the New Zealand championship a record three times but somehow the island title has escaped him in recent years. Tonight, he is out to set the record straight.

PETER ANNAN

Peter has been in good form this season, certainly the most consistent driver in the fields. And this could be very important in championship racing. The title will be decided on points over three heats.

The defending champion is ROGER GLEESON, who has so far failed to gain much benefit from the tremendous amount of work he did to his Camaro-powered racer during the winter. The car looks good and it has proved to be as fast as any other racing at Templeton. But its record of reliability has been woeful. Only last Saturday, Roger was challenging for the lead in the opening Edox handicap when his clutch burnt out. Some idea of the power being churned out by his highly-tuned V8 engine can be gauged by the fact that the clutch unit was from a three ton truck.

Roger was hoping to get a new competition-type racing clutch in time for tonight's championship. He was even considering flying one out from Australia. But one thing was always certain – he would have his car on the line for the start of the championship.

Gleeson has had a stranglehold on this in recent seasons. He has won for the last two years in succession and won it once more before that. Tonight, he is seeking his fourth championship win. Is it too much to expect?
MIKE ALLAN is certainly hoping so. He has been on the verge of greatness for some time and last week he proved that he was ready to take his first island title when he broke the Templeton six-lap record with a time of 2 min. 1.6 sec. This clipped 1.7 sec. off the previous record which he also set, last year.

ROGER GLEESON

Allan's win in the Ferry Road Rubadub feature was so effortless that it went unnoticed as a record-breaking drive at the time. Only later, when the time was checked against records, was it discovered that a new mark had been set. Allan has hit peak form at just the right time.

JOE ANNAN, although driving the smallest car in the field, can never be ignored. It was in this six-cylinder Holden that he finished in a major placing in the last New Zealand championship.

HARRY PIERSON, A. J. McDONALD and SELWYN EVERETT are others who must be in with a chance of winning the title. All have displayed excellent form this season. Pierson, if he can clear the traffic without incident, will certainly be hard to beat. But the list doesn't end here. The competition has been so close this year that any one of a dozen drivers could prove a "dark horse" tonight.

HARRY PIERSON

* * *

The solo bikes will also be sharing the spotlight with the supermods tonight. Twelve riders have to be sorted out to compete in the South Island final of the world championship at Invercargill next week-end. Six four-man races are scheduled so that the riders selected for the qualifying races tonight will each get two rides. The top 10, plus a reserve, will go forward to Invercargill.

The two test riders, GRAEME STAPLETON, LARRY ROSS have both been seeded direct into the South Island final and so will not contest the qualifying series tonight. Instead, they will race in a best pairs match against the Englishmen, IAN HINDLE and newcomer KEITH ANDERSON. Anderson has not previously raced at Templeton so his performance will be watched with interest.

He would have been here earlier but has been racing in Norway and Sweden. He came to New Zealand with another promising young Englishman, NIGEL WASLEY, who is at present in Auckland but might be in action at Templeton later in the season.

The British junior champion, NEIL MIDDLEDITCH, is now unfortunately not coming. He suffered sever kidney trouble, recently, and is unlikely to be able to ride for a considerable time. His bike, however, has just arrived in New Zealand.

* * *

IAN HINDLE has been riding a bike borrowed from GARY FORSCUTT since his arrival and should prove even harder to beat on his own machine. The ship carrying this arrived in port last week and it is possible that Hindle will have his own machine for tonight's races. Forscutt, himself, has been most impressive this season. He started in the novices last Saturday was racing in the first division qualifying races. He is obviously a rider with a bright future.

* * *

GRAEME STAPLETON must be just about the only rider in the sport who prefers a slick track. When the track is hard and provides no grip, "Stape" is in his element. This was the state of the circuit last week and Graeme made no bones about defeating both Hindle and Larry Ross.

* * *

Next Saturday, the supermodified cars will again be stealing the limelight. Two of the leading Auckland drivers, WILLIE KAY and ROGER BERTRAM, will be bringing their own high-powered racers down to do battle with the South Island's leading drivers. A couple of match races are planned between the top drivers from each island. There could be fireworks, so don't miss them.

* * *

MARK WILLIAMS certainly had things all his own way in the midget car class last Saturday, gaining a hat trick of wins in his Chevy II racer. He will again be the driver to beat tonight–an unexpected situation for a driver to find himself in after only a few weeks in the class. Until this season, Williams was a top three-quarters midget driver.

ALLAN PALMER finished fourth in the first race of the Coca Cola series at Auckland's Western Springs last Saturday before rain forced the meeting to be postponed. It continues tonight and Palmer left his Edmonds Sesco up in Auckland and has flown back to resume battle. He should be back in action at Templeton next Saturday.

* * *

With last season's leading TQ drivers now in the midget car class, the battle to find a successor as No. 1 continues. Last Saturday, it was GAVIN PARR who made the strongest claims for this honour, winning both feature scratch races. Parr, incidentally, is the only driver who has appeared so far this season with a JAP motor in his racer. This was once the generally accepted power unit for three-quarter midget cars. Makes you think, doesn't it?

GAVIN PARR

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Event 3 **4 Laps**

HORNBY AUTO SERVICES T.Q' HANDICAP

No.	Rider	Handicap
0	TONY DAVIS/Hornby Auto Services Triumph 650 ROLLED 2½	70
~~2~~	~~WAYNE DENOVAN/Lancaster Ferry Motors Supercharge Trui~~	50
3	CHRIS HOBBS/Hobbs Bros. Auto Spares Triumph 650 E.F.	20
15	DARYL JONES/Dunsandle Service Station Triumph 650	40
20	DAVE CAWLEY /PapanukSales Coca Cola Triumph 650	60
32	NORRIE CHANDLER/Metro Auto Court Triumph 650	70
12	DAVE HARPER/Ashburton Auto Court Jap 500	40
19	DAVE ELLSEY–Suzuki 500 E.F.	10
4	SAM WOODS–Suzuki 500	10
16	SAVIN PARR/Save Marine Jap 500	60
8	GRAHAM EYLES /BSA650 SPUN	GO
9	NOEL SRIEBEL/BSA650	GO
7	BRUCE HOBBS/Hobbs Bros. Auto Spares Yamaha 650	30
~~27~~	~~KEVIN HARRIS/Triumph 650~~	30

1 ...32... 2 ...16... 3 ...20... Time...—...

Points: Tony David 8, Gavin Parr 6, Norrie Chandler 7.

Event 4 **4 Laps**

2nd DIVISION QUALIFYING

No.	Rider	Grid
~~36~~	~~WARRICK ALDRIDGE~~ B. DOLS	5
43	JOHN HANNING	6
22	TERRY JEMMETT	2
39	WAYNE SKILLING	4
11	PAUL HARRINGTON	3
14	NIGEL HARRIS	1

1 ...23... 2 ...58... 3 ...22... time...84.2...

Event 5 **4 Laps**

SIDECAR SCRATCH

No.	Rider	Grid
12	HOWARD JONES/HOWARD ASKY–E.F. Warrington Service Station Norton	1
5	LES DWIGHT Jnr/STEVE UNWIN–1000cc Vincent	4
4	KEVIN FRENCH/PAUL FRENCH–Les Dwight Senior Vincent	5
6	GRAHAM PULLAN / DAVE MOLYNEUX–750 Norton	6
3	T. BESHIE – T. HENRY	2
8	B. AYNUH – D. SCOBIE E.F.	3

1 ...4... 2 ...5... 3 ...6... Time...82.6...

Points: Kevin French 8, Howard Jones 4; Les Dwight (jnr) 4.

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SUZUKI

Rod Dew looks behind...

THE SPEEDWAY SCENE

5th Meeting Saturday, 6th DECEMBER 1975

WAYNE PIERSON certainly was the dark horse of the South Island supermodified car championship last Saturday. But it wasn't a case of massive good luck for him and bad luck for everybody else which gave him his first major title at the relatively tender age of 21. His winning times were proof of this.

In the first heat, Pierson covered the eight laps in 2 min. 42.5 sec–nearly 7 sec. better than the previous fastest time for the distance this season. It was the same story in the final heat, over 10 laps. He won this in 3 min 25.5 sec–a tenth of a second faster than anybody else has achieved this season.

PETER ANNAN

This was no small achievement considering the calibre of the opposition he faced. The reigning New Zealand champion, PETER ANNAN, and the man who has dominated the South Island title in recent years, ROGER GLEESON, both failed to finish one of the three heats and had to settle for sixth and fifth placings, respectively. Gleeson, troubled with teething problems with this magnificent sprint car all season, suffered from ignition problems and couldn't get the engine fired up for the second heat, which was a pity. He had shown that he had the legs of most of his rivals in the opening heat, although his car lost power towards the finish.

Peter Annan had the misfortune to ride up over a rival's wheel in the opening few metres of the final heat, badly damaging his own wheel in the opening few metres of the final heat, badly damaging his own wheel and forcing him to retire.

But even with these two out of the running, the outcome of the championship was no cut and dried thing. Not until he had taken the chequered flag could Pierson be sure that he was the new champion. The battle for the minor placings was exceptionally close. MIKE ALLAN, JOE ANNAN and ALEC McDONALD finished second equal and were forced to go into a run-off, which track record-holder Allan won from Joe Annan.

X X X

Tonight, the top two Auckland supermodified car drivers, ROGER BERTRAM and WILLIE KAY, are here to see how they match up against the best in the South. Both have previously visited Templeton so know what to expect–touch racing from top drivers.

Part of the racing tonight will involve a teams' contest between Auckland (Bertram and Kay), the first two in the South Island championship (Pierson and Allan) and the defeated champions (Peter Annan and Roger Gleeson). Racing is going to be fast and furious. Who is going to win? That's pretty difficult, but if I had any money I would probably put it on Annan and Gleeson–provided I could be sure Roger's car will keep going.

X X X

Nobody could say that the sidecar racing has not been exciting this season. In successive weeks, two of the most promising combinations have had trips to hospital after spectacular flips. Last Saturday, KEVIN and PAUL FRENCH crashed spectacularly in the Edox handicap while challening for the lead.

IAN BEGBIE

But even the old hands suffered, if to a lesser degree. National champion LES DWIGHT jnr., suddenly found himself without his passenger, STEVE UNWIN, who dropped off down the pit straight during the re-run of the Edox handicap. The race was stopped again and at the third attempt was won by experienced IAN BEGBIE and TONY HENREY. It was probably their finest performance so far this season and a clear indication that they are now back in the groove.

KEITH ANDERSON, wlecome to the fold. Few people were aware but this talented Englishman was, in a sense, on trial last Saturday. If he did okay, he was going to be signed on as a permanent replacement for British junior champion Neil Middleditch, forced to abandon his plans to race in New Zealand when cut down by a kidney complaint. Needless to say, Anderson is here to stay for the rest of the season. That opening race in the best pairs contest last Saturday settled that. A winning time of 78 sec–the fastest of the season by four-tenths of a second–was outstanding on a track which was set up for car racing.

Hopefully, there will be another best pairs contest tonight with Anderson and IAN HINDLE racing against two other Englishment based in Auckland, IAN CARTRIGHT and NIGEL WASLEY. Cartwright has been going particularly well in Auckland.

X X X

The top 13 A graders (12 plus a reserve) are missing tonight. They competed in the South Island final of the world championship at Invercargill this afternoon. The top eight in this will qualify for the New Zealand final to be held here early next year.

The two riders most favoured to win at Invercargill must be the New Zealand representatives, GRAEME STAPLETON and LARRY ROSS. Who will have the best chance will depend on the state of the track—Stapleton likes it slick with no grip and Ross usually gains his best performance when conditions are less than ideal. TOM BLACK, who has also ridden for New Zealand, appears to have lost a little of his old fire recently but must have a chance if the incentive of top competition brings out the best in him.

TOM BLACK

The others who qualified for Invercargill are Graeme Stewart, Paul Fewings, Dennis Sincock, Barry Read, Paul Salt, Merv Salt, Bruce McMillan, Bruce Mitchell, Kevin Burt. The reserve is Gary Reid.

Craig Blackett, who came to life in such unexpected fashion only last Saturday with a personal best for four laps of 79 sec., missed out. He did not enter the competition which now seems to have been an error. However, he has plenty of time ahead in which to make his mark.

X X X

If any of you were wondering who the driver in the big red sprint car was circulating behind the fields in the championship races last week, here is a surprise. It was none other than ALAN COLES, who has just returned from Australia where he has been racing in recent years. Coles will be remembered for his forceful—and often spectacular—performances in the old V8-60 racer later taken over by JOHNNY McKITTERICK.

The car driven by Coles has no starter fitted as yet and so does not conform to New Zealand supermodified car regulations. Until this is done, Coles will be permitted to race in the normal club events but will not be able to start in any championships.

X X X

MARK WILLIAMS

MARK WILLIAMS has certainly taken to the midget car class like a duck to water. He was in brilliant form last Saturday, winning two of the three midget car events. In both he set the fastest times of the season. His time for the opening six-lap event was 2 min 1.1sec, 5.4 sec better than the previous fastest time held by JACK BRYAN in the ex Murray Burt Holden. And it must be remembered that Williams achieved this from a handicap of 40 yards.

Later in the night, Williams won the Pall Mall feature in 2 min 38 sec—3.6 sec faster than the previous best for eight laps held by Laurie Millar.

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Event 4 — **4 Laps**

2nd DIVISION HANDICAP

No.	Rider	Handicap
43	JOHN HANNING	40
~~20~~	~~ALAN BUNNY~~	GO
33	CRAIG BLACKETT	60
38	WAYNE SKILLING	10
45	JAMES MOORE FELL	GO
11	PAUL HARRINGTON	GO

1 33 2 43 3 38 time 85

Event 5 — **4 Laps**

SIDECAR SCRATCH

No.	Rider	Grid
5	LES DWIGHT Jnr/STEVE UNWIN— 1,000 c c Vincent	6
13	W. BERGH — W. TURNER	2
3	F. DESCHE — T. HENRY	1
6	S. PULLEN — D. MONCKTON	3
1	P. LANGSCHT — N. LANGSCHT	5
8	A. LYNCH — P. SCOBLE	4

1 3 2 5 3 6 time 87.4

Points: Kevin French 11 Howard Jones 4; Les Dwight (jnr) 6

Event 6 — **8 Laps**

EDOX SUPER MODIFIED

No.	Driver	Handicap
2	PETER ANNAN/Peter Annan Motors	
3	~~Chev.~~ ALAN COLES	.....
~~4~~	~~BRIAN TODD/Bishopdale Serv. Mustang~~	.....
7	MIKE ALLAN/Jean Machine	.....
16	PAUL HAWES/Stainless Casting Chev.	Scr.
17	SELWYN EVERETT/Reid Rubber Ford	E.F.
21	HARRY PIERSON/Hurst Bros. Chev	E.F.
22	WAYNE PIERSON/Hurst Bros. Chev	E.F.
23	TOM LYNCH/Speed-Away Towing Services	E.F.
25	ROGER GLEESON/Raceway Spares Camaro	E.F.
26	A. J. McDONALD/Uniweld Chev	.....
~~27~~	~~PETER WILSON/Chev.~~	.....
40	GREGG ROLLANDS/Chevy	.....
~~44~~	~~JOHN KEAM/Motuekn Motors Valiant~~	.....
47	JOE ANNAN/Rubaduh Holden	.....
77	PETER LEVERSEDGE/Peter Leversedge Motors Chev.	.....
1	ROGER BERTRAM. AUCK.	.....
2	WILLY KAY AUCK.	.....

1 47 2 1 3 40 Time 2-51.6

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SUZUKI

Rod Dew looks behind...

THE SPEEDWAY SCENE

6th Meeting Saturday, 13 th DECEMBER 1975

Visiting Englishman NIGEL WASLEY wasn't at all happy about his low points contribution in the invitation best pairs contest last Saturday so he has decided to stay on and show what he is really capable of. With his fellow countrymen, KEITH ANDERSON – undoubtedly the find of the season – and IAN HINDLE, in great form, the task he has set himself is a tough one.

IAN CARTWRIGHT

And to make things even more difficult for him, the two top Christchurch test riders, LARRY ROSS and GRAEME STAPLETON, will be back after qualifying in Invercargill for the New Zealand final of the world championship.

Anderson, who came to Templeton with the least impressive qualifications of any of the visitors, has been quite magnificent in the two meetings he has competed in. He has the fastest time of the season of 78 sec. and last Saturday was unbeaten in the invitation best pairs contest. Not even IAN CARTWRIGHT, the Englishman who is currently the one to beat in Auckland, could stay with him. And what was so impressive about Anderson's three wins was that each one was achieved from behind after a mediocre start.

Wasley is an old rival of Anderson's and, from all reports, had the upper hand last northern season. But Anderson has obviously made a breakthrough at Templeton and won't be prepared to step down off his pedestal without a fight. To be fair, it must be appreciated that last Saturday represented Wasley's first competition since his arrival from England and his machinery obviously needed a little work done on it.

X X X

Make sure you keep January 17 free. On this night, the World Champions' Troupe hits town. Top drawcard will be reigning world solo champion OLE OLSEN, of Denmark, who is out to win the World Champions' series at his third attempt. The last two times he has finished runner-up to New Zealand's former multiple world champion, IVAN MAUGER.

Newcomers to the troupe are Czechoslovakian champion JIRI STANCL and English world finalist PETER COLLINS. Stancl has won the Czech title a record six times and had been a world finalist on three occasions. Those dashing poles, EDWARD JANCARZ and ZENON PLECH, are also returning.

OLE OLSEN

X X X

LARRY ROSS took a big step towards major international honours when he won the South Island final of the world championship at Invercargill last Saturday afternoon. The track was rough but this didn't stop the young Christchurch test rider.

LARRY ROSS

He rattled off five unbeaten rides to gain the maximum 15 points. GRAEME STAPLETON had not fully recovered from an illness earlier in the week and was clearly below his best. The track did not suit him, either. But he still managed to score eleven points and finish second, even if it was equal with three others– PAUL FEWINGS, DENNIS SINCOCK and BRUCE MITCHELL. They all qualified for the New Zealand final, to be held here at Templeton on February 14, along with MERV SALT and KEVIN BURT. The reserve will be GRAEME STEWART.

Big surprise of the day was the failure of former South Island champion and New Zealand test rider TOM BLACK to qualify. He was well below his best in his early rides and, although he picked up later in the meeting he only scored six points.

Another Christchurch rider unlucky not to qualify was BARRY READ. He crashed into the safety fence in his second-to-last ride, almost breaking his bike in two. He was not hurt and was able to contest his last heat on a borrowed bike. But the crash cost him any chance he might have had of proceeding to the national final.

Final points in the South Island final were: Larry Ross 15, Graeme Stapleton 11, Paul Fewings 11, Dennis Sincock 11, Bruce Mitchell 11, Merv Salt 10, Kevin Burt 9, Graeme Stewart 8.

X X X

Well, the Auckland supermodified car drivers, ROGER BERTRAM and WILLIE KAY, certainly made their marks here last Saturday. Their win in the teams' contest was thoroughly deserved. But Lady Luck did not smile on the southern drivers. Poor ROGER GLEESON didn't even reach the start of the series this time because a ballast flywheel on the front of his Camaro V8 engine worked

loose. This left national champion PETER ANNAN to soldier on with an assortment of partners in the "Champions" team. Individually, he was the second highest scorer behind Bertram.

Final points in the match were: Auckland 26 (Bertram 17, Kay 9), Champions 18 (Peter Annan 12, Allan Coles 4, Joe Annan 2), Canterbury 17 (Mike Allan 7, Selwyn Everett 7).

The Canterbury team was intended to feature the first two finishers in the previous week's South Island championship. But the new title-holder, WAYNE PIERSON, collided with the safety fence in an earlier handicap event and was able to take no further part in the racing.

X X X

Ashburton three-quarter midget car driver DAVE HARPER gained his first win of the season in the Hobbs Bros scratch last Saturday. A former South Island champion, Harper has been a little subdued in recent years. Perhaps this win is a sign that he is to make a bid for the No. 1 spot among the TQs this season. Incidentally, Harper is one of only two drivers using JAP power this season. The other is, of course, GAVIN PARR.

DAVE HARPER

WAYNE DENOVAN displayed good form to win the Geoff Stone Motors scratch last Saturday with his supercharged Triumph. Behind him in second place was another former South Island champion, DARYN JONES.

X X X

LAURIE MILLAR was the star of the midget car events last Saturday, in spite of his disqualification in the first event for running over the tyres on the inside of the track. His win in the eight-lap Pall Mall feature was particularly impressive. His time of 2 min 39.6 sec was only 1.6 sec outside the record for the season.

But it was ALLAN PALMER in his American Sesco who had the final say with a great win in the Firestone $1000 scratch from Millar. Millar now leads the Firestone series by a single plint from Palmer.

X X X

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EVENT A — NOVICE QUALIFYING — 4 Laps

No.	Rider	Grid
18	DENNIS MAXWELL	.....
~~13~~	~~GRAHAM TAYLOR~~ ANDY GINTES	.....
45	JAMES MOORE	.....
~~39~~	~~STEPHEN DUFF~~	.....
14	NIGEL HARRIS	.....
30	ALAN BUNNY	.....

1 ....46..... 2 .....18..... 3 ROBT....2..... Time....88.4....

1st 2nd 3rd to Event 3

EVENT B — NOVICE QUALIFYING

No.	Rider	Grid
~~43~~	~~JOHN HANNING~~	–
4	PAUL HARRINGTON	2
22	TERRY JEMMETT	4
10	PHILLIP LYNDSAY	3
~~9~~	~~BRYCE DOICE~~	–
37	TONY NORTH CEN. ROUTE	1

1 ....22..... 2.....11..... 3 .....37..... Time...88.....

1st 2nd 3rd to Event 3

Event 1 — SIDECAR QUALIFYING — 4 Laps

No.	Rider	Handicap
13	WARREN BENSON/WAYNE TURNER Bakers Triumph	3
6	GRAHAM PULLAN/DAVE MOLYNEUX 750 Norton	1
3	IAN BEGBIE/TONY HENREY– Rickman Triumph	4
1	PETER LAMBERT/NIGEL LAMBERT Dyer and McTeigne Triumph	5
8	BARRY LYNCH/DAVE SCOBIE– 750cc Water cooled Suzuki C.F.	6
7	BRENT BEADLE/ALAN BOYLE– Cashmere T.V. Ltd Triumph	2

1 .....3..... 2 .....6..... 3 .....13..... time....86.8.....

First five to qualify.

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Driver fined after car ram

A prominent competitor in the supermodified car class, Joe Annan, was immediately suspended from driving and fined $10 by the track stewards for deliberately ramming a rival after the finish of an early handicap race at the Templeton Pall Mall Speedway on Saturday night.

The suspension will remain in force for two weeks.

The incident was sparked off when Annan was leading the race. Roger Gleeson attempted to drive round the outside of him down the pit straight on the last lap and contact occurred between the two cars.

Annan spun off into the centre and Gleeson, after a few anxious moments, retained control and went on to win the race. Annan, clearly upset by what had happened, rocketed across the infield in his car and started to chase Gleeson around the track. Gleeson did an extra lap to keep out of the angry Annan's way but then elected to slow down. Annan caught up with him at the start of the Prison Bend and drove his car straight into Gleeson's machine.

NO-ONE HURT

The front of Annan's Holden-powered car reared up and for a moment it looked as if the front wheels would smash into the cockpit of Gleeson's sprinter. However, the two cars pulled apart and nobody was hurt.

There was a particularly angry reaction from the crowd. Annan was booed and jeered as his damaged car was pushed away from the scene.

Gleeson did not allow this incident to upset his driving in later events. He gained a splendid win in the following 10-lap scratch race in 3min 21.2sec and was holding a close second place behind Selwyn Everett in the final 12-lap feature when his engine momentarily altered and he spun out on the south bend. With the car broadside on across the track, the race was stopped and victory awarded to Everett.

Afterwards, Gleeson said that it was just as well he had spun out when he did. An examination later showed that all but one of the bolts connecting the steering with the front wheels had sheared off — a sequel to the earlier difference of opinoin with Annan. "Somebody up there must be looking after me," said Gleeson.

Fresh from his success in the South Island final of the world solo championship, Larry Ross was in outstanding form in the motor-cycle events. He won his opening handicap race from the 40yd mark and followed it with a tremendous win in his qualifying scratch race. His time in this was 78sec, equalling the fastest time of the season set by the Englishman, Keith Anderson.

Both times Anderson was forced to accept second place.

Ross seemed headed for certain victory in the super six feature race and an even faster time when the motor of his

... ning all three races they started in.

Allan Palmer again claimed a major share of the prize money in the midget car events with two wins. But he could count himself a little lucky to gain one of them. In the first scratch race Laurie Millar weaved through the traffic in superb fashion, finally cutting through on the inside of Palmer to take the lead. He held the lead until the seventh lap. Then, with just a lap and a quarter to go, his engine faltered and he locked up on the south bend. Palmer dodged past and went on for a comfortable win.

Earlier in the night, the former South Island midget car champion, Trevor Hall, showed a return to form, gaining his first win of the season with some sound pole-line driving.

Results were:—

MOTOR-CYCLES

Novice solo events (4 laps).—First qualifying race: J. Moore 1, D. Maxwell 2, A. Sintes 3. Time: 88.4. Second qualifying race: T. Jemmett 1, P. Harrington 2, J. Hanning 3. Time: 88.0. Final: Moore 1, Harrington 2, Maxwell 3. Time: 86.4.

Second division solo events (4 laps).—First qualifying race: C. Blackett 1, K. Robinson 2, W. Skilling 3. Time: 81.4. Second qualifying race: B. McMillan 1, J. Hanning 2, G. Taylor 3. Time: 80.0. Consolation scratch (3 laps): A. Crosby 1, L. Chatterton 2, D. Maxwell 3. Time: 65.4. Final: McMillan 1, Blackett 2, Taylor 3. Time: 80.8.

First division events (4 laps).—Opening handicap: I. Hindle (40yds) 1, K. Burt (10yd) 2, T. Black (30yd) 3. Time: 81.9. Second handicap: L. Ross (40yd) 1, K. Anderson (50yd), G. Stewart (20yd) 3. Time: 80.0. First qualifying race: Hindle 1, P. Ewings 2, M. Salt 3. Time: 78.8. Second qualifying race: Ross 1, Anderson 2, N. Wasley 3. Time: 78.0 Pall Mall scratch: T. Black 1, B. McMillan 2, G. Stewart 3. Time: 82.0. Tommy's Suzuki Centre super six: Hindle 1, Wasley 2, Fewings 3. Time: 79.8. Go Cola flying four: Hindle 1 Ross 2, Fewings 3. Time: 79.0.

Side-car events (4 laps).—Qualifying race: I. Begbie and H. Henrey 1, G. Pullan and D. Molyneux 2, W. Benson and W. Turner 3. Time: 86.8. Opening scratch: L. Dwight, jun., and S. Unwin 1, Punnan and Molyneux

IAN CARTWRIGHT

Rod Dew looks behind...

THE SPEEDWAY SCENE

7th Meeting Saturday, 20th DECEMBER 1975

The first solo title of the season – the Canterbury championship – is at stake tonight and after the events of recent meetings there can be no outright favourite. Four riders have at various stages this season dominated the solo bike racing – GRAEME STAPLETON, who was the top man last season, LARRY ROSS, who was top qualifier in the South Island final of the world championship, and the two outstanding young Englishmen, IAN HINDLE and KEITH ANDERSON.

STAPLETON

It would seem that the title must go to one of them, but which one is anyone's guess. Last Saturday, the man of the moment was Ross, winning his qualifying heat and equalling the fastest time of the season – 78 sec – before being eliminated with a major motor blow-up with victory in sight in the super six feature. If he can get his bike together and going as fast as it was last Saturday, he is going to be very hard to beat.

Larry played second fiddle to Graeme Stapleton last season but it is now obvious that he has bridged the gap after a very encouraging season with the Wimbledon first division side in London. Once a top moto-cross racer, he has now put this form of racing aside to concentrate on speedway.

Anderson shares the fastest time of the season with Ross. He had a fairytale beginning to his racing at Templeton and it was only last Saturday, when the windy conditions dried out the track and made it very slock, that he looked at all vulnerable. As a result of his experiences last Saturday, he has made a number of adjustments to his equipment and is determined to make a bold bid for the championship.

ROSS

Hindle wes the first of the Englishmen to arrive and he made a very favourable impression with victories over both Ross and Stapleton. After u period of lesser performances, he returned last Saturday to win both major scratch races. On consistency, alone, he will be very hard to beat.

And this is what often decides u championship. "Stape" has not been very happy lately, and with good reason. He has been suffering from glandular fever and it was u real effort for him to compete at all in the South Island qualifying final a fortnight ago. He missed the racing completely last Saturday and at the time of writing it was not certain that he would be able to start in the championship, either. But if Stapleton reaches the starting line, he will take a lot of beating. And if the track is slick, that is the way he prefers it.

HINDLE

Stapleton did not ride in Britain last northem season and this had made it more difficult for him to get race fitness. And his illness hasn't helped. But he is a determined rider with plenty of ability and it would not surprise me to see him come out on top tonight.

The battle behind these four is likely to be a keen one. PAUL FEWINGS, BRUCE MITCHELL, KEVIN BURT, TOM BLACK, DENNIS SINCOCK and GRAEME STEWART are all capable of good performances. And there is very little between any of them. And if the favourites happen to falter, they will be right there to push them aside.

Eighteen riders are starting in tonight's championship. There will be u series of six-man heats with each rider getting two starts. The top points scorers in this will qualify for the three final races. The leading points scorer in this will be the new champion. Points in all races will be on a 4, 3, 2, 1 basis.

X X X

Next Saturday, the spotlight will fall on the midget cars with the first of the international meetings. American drivers GARY PATERSON and LARRY RICE, both driving lightweight VW midgets, will be racing, along with prominent Australian TONY DEROSA. He will be behind the wheel of the VW racer used last season by A. J. Foyt.

Rice, incidentally, is one of the finest drivers to come to New Zealand. He was the American midget champion in 1972 and has been near the top of the rankings for a number of years.

X X X

Midget car rookie ALLAN PALMER retains his position as No. 1 driver this season. He again won both feature scratch races last Saturday in his magnificent American-built Sesco straight four racer, displaying an ideal blend of consistency and forcefulness. It is hard to appreciate that Palmer is in his first season in the class after a number of years as one of the top three-quarter midget car drivers in

the country. The power differential between the two types of racers is enormous.

But in spite of his dominance in terms of results, he has had to work for his wins. The racing has generally been close and exciting. Thanks for this must go partly to LAURIE MILLAR and another former three-quarter midget car driver, MARK WILLIAMS. Millar has been in great form in his Datsun racer in recent weeks and if he lacks a few miles per hour down the straight in relation to Palmer's blazing red racer, he is undoubtedly the quickest through the bends. And as this is where most of the passing is done, this is pretty important.

MILLAR

Millar's performance in the Pall Mall eight-lap feature last Saturday was an example of what he is capable of. He followed Palmer through the pack in the early laps. Then Palmer made the mistake of trying to go round a rival on the outside. Miller took the poleline and whipped through into the lead. He held it brilliantly until a lap and a quarter from the finish, spinning off and stalling on the south bend when his motor went on to three cylinders.

Williams, of course, has been outstanding in the re-built Chevy II formerly raced by BEVIN TULETT. He has the fastest six and eight lap times to his credit this season. No further testimonial to his ability is needed. He has suffered a little with unreliability in recent weeks but this is only to be expected with what is virtually a new car.

X X X

Things have not been going at all well for at least some of the lads in the sidecar class. With the biggest entry of all time, the sidecar racing this season promised to be fast and furious. It has been – but at a considerable cost. No less than three outfits have been sidelined already and the season is just seven weeks old.

First to go were DAVE ARNOLD and BOB ARNOLD in a spectacular somersault. Dave broke six ribs and punctured a lung. He is,however, home from hospital now and well on the mend. Then KEVIN and PAUL FRENCH, who started the season in magnificent fashion by setting a new track record of 82.6 sec, left the scene with a crash in the south bend. Kevin rboke two bones in his shoulder. The brothers hope to be back after Christmas.

The latest blow to the sidecar class is the loss of HOWARD JONES, who has been putting up some very impressive performances on his Norton-powered outfit with HOWARD ASKY in the chair. Jones wasn't even at the speedway when he damaged himself. He was motor-cycle scrambling in the Waimakariri River Bed when he fell and broke a leg. Asky is to take over his bike and will have as his passenger, Bob Arnold.

So now, there doesn't seem much doubt about who are top dogs in the class – national champions LES DWIGHT jnr and STEVE UNWIN. Three wins in three starts last week seemed to indicate that the challenge to their superiority, so strong at the outset, has now faded, temporarily at least.

X X X

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Event 4 **4 Laps**

HORNBY AUTO SERVICES
T.Q' HANDICAP

No.	Driver	Handicap
0	TONY DAVIS/Hornby Auto Services Triumph 650 E.F.	70
2	WAYNE DENOVAN/Lancaster Ferry Motors Supercharge Trui	50
3	CHRIS HOBBS/Hobbs Bros. Auto Spares Triumph 650 E.F.	50
15	DARYL JONES/Dunsandle Service Station Triumph 650	40
~~20~~	~~DAVE CAWLEY /Papanui Sales Coca-Cola Triumph 650~~	70
32	NORRIE CHANDLER/Metro Auto Court Triumph 650 E.F.	70
~~12~~	~~DAVE HARPER/Ashburton Auto Court Jap 500~~	40
19	DAVE ELLSEY–Suzuki 500 E.F.	10
4	SAM WOODS–Suzuki 500	10
16	GAVIN PARR/Save Marine Jap 500	70
4T*8	GRAHAM EYLES /BSA650	GO
9	NOEL GRIEBEL/BSA650 Roxburgh Panel Beating E.F.	
~~7~~	~~BRUCE HOBBS/Hobbs Bros. Auto Spares Yamaha 650~~	30
27	KEVIN HARRIS/Triumph 650 E.F.	30
28	RAY WHITING/Honda 650cc E.F.	30
17	JEFF STONE/Honda 650cc	40
~~5~~	~~DARRYL HORWELL, West Melton Servicecentre Hirth 650cc~~	GO

1 ....2.... 2 ....4.... 3 ....16.... Time....90.3....

Points: Tony David 10. Dave Cawley 12, Norrie Chandler 15.

Event 5 **4 Laps**

DIVISION 2

No.	Rider	Grid
22	TERRY JEMMETT E.F	5
10	PHILLIP LYNDSEY	6
13	GRAHAM TAYLOR	4
43 ~~41~~	~~ROBERT SEYB~~ J. HAWKICS	2
39	STEPHEN DUFF	3
11	PAUL HARRINGTON FELL	1

1 ....43.... 2 ....13.... 3 ....39.... time....93.3....

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SUZUKI

Rod Dew looks behind...

THE SPEEDWAY SCENE

8th Meeting Saturday, 27 th DECEMBER 1975

Templeton-based midget car drivers have been in tremendous form this season and tonight they get their first chance to match their skills against overseas opposition. Here to show the locals what midget car racing is all about – they hope – are talented Americans LARRY RICE and GARY PATERSON. And to add to the international flavour of the evening, the leading Australian, TONY DEROSA, is here as well.

Anybody who has ever had more than a passing inter-interest in midget car racing will have heard of Larry Rice. was the U.S.A.C. champion last year and currently rated as one of the very finest drivers in the world, if not the finest. His success in recent years has been quite incredible. His ability to knife through heavy traffic (of the racing variety) and his consistency of performance have ensured a special place for him in the history of the sport.

Tonight will make his first appearance at Templeton. He will be driving one of the very quick VW-powered machines, similar to those raced here last season by MEL KENYON and A. J. FOYT. These cars, with their low frontal area and light weight, have been sweeping all before them in major events in America.

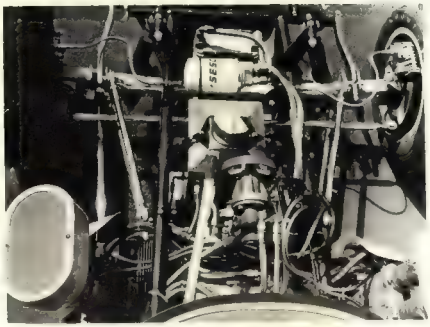
Paterson is not new to New Zealand fans – he was here a year or two ago driving both supermodified and midget cars and is a very experienced and forceful driver. He is popularly known as the hippy of the speedway world. He, too, will drive a VW-powered racer.

Not a great deal is known about Derosa, except that he is a driver headed for the top in Australia. He bought the VW midget raced in Australia and New Zealand last season by the incomparable A. J. Foyt. It is this machine which he has brought to New Zealand.

MARK WILLIAMS

The three visitors will run with the home drivers in the normal midget feature race tonight, which will give everybody a chance to compare standards. Hopes of local success must rest largely with three drivers – ALLAN PALMER, LAURIE MILLAR and MARK WILLIAMS.

Palmer and Williams were two of the leading three-quarter midget car drivers in New Zealand last year but this season is their first in the midget car class. But they have made such great progress since racing started that they are already at the top of their new class. Palmer's car is undoubtedly the most sophisticated to be raced regularly at Templeton. It is a 1973 American-built Sesco with a really tremendous performance – not to mention the loudest exhuast note. Palmer has already had one trip to Auckland's Western Springs with the car where he proved he could hold his own with the best.



This is what a volkswagon-powered midget racer looks like with the bonnet removed.

Williams, who still holds the one lap (18.8 sec.) and eight-lap (15.5 sec.) records in the three-quarter midget car class, is probably the most forceful driver in the country. His Chevy II racer is a re-built version of the car raced last season by BEVEN TULETT and, before that, RUSSELL MEAD. It has undergone an amazing transformation since it first appeared at Templeton with a Ford V6 motor and now is obviously right up to the highest international standards.

Williams has recorded the fastest times in the midget car class this season – 121.1 sec. for six laps and 158 sec. for eight laps. The incentive of overseas competition tonight might well even inspire him to so faster.

MILLAR is undoubtedly the finest driver never to have won a major title. And if the way he is driving this season is any indication, it won't be possible to say this about him much longer. He made a brief tour of American racing circuits earlier this year and returned with some new ideas, some new equipment for his hand-built Datsun racer and fresh enthusiasm for the sport. His driving has reached new heights this year and at his best he will be a real problem for the visiting internationals.

McKITTERICK

Of course, the list of local drivers likely to be prominent does not end here. KEITH SCHUMACHER is the current South Island champion and a driver capable of doing well in any company. KEITH PROCTOR, former South Island champion JOHN McKITTERICK, GORDON ROXBURGH and TREVOR HALL are all drivers of experience and no little ability.

One driver who is inclined to be overlooked these days because of his infrequent appearances is EDWIN MURRAY, the only driver at Templeton to have won a New Zealand midget car championship. His Offenhauser racer is one of the fastest in the South Island, with out doubt, but Murray has experienced some reliability problems with it. Given a good, clear run tonight, he could prove to be the dark horse.

* * * * * * * *

If you like what you see tonight, then don't fail to come back next Saturday. Rice, Paterson and Derosa are to be joined by that legendary figure of the oval dirt tracks, MEL KENYON, in a feature international midget car meeting. Kenyon came to Templeton last season and liked it so much that he has asked to return. This outstanding driver, who lost one of his hands in a dreadful crash some years ago, drives with a special attachment on the steering wheel of his car.

As with the other internationals, he will drive a VW-powered racer. It is worth recording that when Kenyon was here last season, he set the Templeton lap record at an incredible 18.2 sec. and lowered the eight-lap record to 148.7 sec. He is going to be well worth watching.

* * * * * * * *

Remember HOWARD COLE. He came out to Templeton as resident rider in much the same way that ANDERSON and IAN HINDLE have this season. And whenever he wasn't racing, he was standing on the infield watching the maestro RONNIE MOORE in action. He evidently picked up a tip or two because he was later to reach the world final. And of course, IVAN MAUGER spent a full season at Templeton – his first – before going back to Britain and winning the first of his four world championships. There was OLE OLSEN, too. The great Dane came to New Zealand and raced a number of times at Templeton before returning to win his first world crown. And so it goes on.

* * * * * * * *

Keep an eye on the daily newspapers for the first appearance at Templeton of 16 year-old American dirt track sensation RANDY MAMOLA. Randy, who stands just 4. ft. 9 in. tall and weighs a little over 6 st., has been sweeping all before him in amateur races in America and is on the verge of taking out a professional licence. He has come to New Zealand primarily to race in the international road racing series currently taking place. But he has also brought his Yamaha 250 two-stroke flat tracker with him and is confident that this will go round the big (by American standards) New Zealand speedway tracks.

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Event A — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
~~14~~	~~MISEL HARRIS~~	4
~~43~~	~~JOHN HANNING~~	
~~22~~	~~TERRY JEMMETT~~	–
30	ALLAN BUNNY FEH	1
44	PATRICK PAULSON	3
41	ROBERT SEYB FEH	5
25	ANDREW SINTES FEH RMTD.	2

1 ....44.... 2 ....25.... 3 ....14.... time....90.2....

Event B — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
18	DENNIS MAXWELL	3
11	PAUL HARRINGTON	2
~~13~~	~~GRAHAM TAYLOR~~	
45	JAMES MOORE FEH	1
10	PHILLIP LYNDSEY	4
~~39~~	~~STEPHEN DUFF~~	

1 ....11.... 2 ....18.... 3 ....10.... time....92.3....

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Event 1 — **4 Laps**

SIDECAR QUALIFYING

No.	Rider	Grid
13	WARREN BENSON/WAYNE TURNER Bakers Triumph	5
6	GRAHAM PULLAN/DAVE MOLYNEUX Paul Easterbrook 750 Norton	2
3	IAN BEGBIE/TONY HENRY– Rickman Triumph	3
8	BARRY LYNCH/DAVE SCOBIE– 750cc Water cooled Suzuki	4
7	BRENT BEADLE/ALAN BOYLE– Cashmere T.V. Ltd Triumph	6
~~5~~	~~LES DWIGHT (jnr) /STEVE UNWIN~~	
~~1~~	~~1000cc Vincent~~ P. LAMBERT / N. LAWRENT	1

1 ....3.... 2 ....6.... 3 ....13.... time....89....

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NO RACE.

Event 2 **4 Laps**

HORNBY AUTO SERVICES T.Q' HANDICAP

No.	Driver	Handicap
0	TONY DAVIS/Hornby Auto Services Triumph 650	70
2	WAYNE DENOVAN/Lancaster Ferry Motors Supercharge Trui	50
3	CHRIS HOBBS/Hobbs Bros. Auto Spares Triumph 650	50
15	DARYL JONES/Dunsandle Service Station Triumph 650	40
20	DAVE CAWLEY /Papanuk Sales Coca Cola Triumph 650	70
32	NORRIE CHANDLER/Metro Auto Court Triumph 650	70
12	DAVE HARPER/Ashburton Auto Court Jap 500	40
19	DAVE ELLSEY–Suzuki 500	10
4	SAM WOODS–Suzuki 500	10
16	GAVIN PARR/Save Marine Jap 500	70
8	GRAHAM EYLES /BSA650	GO
9	NOEL GRIEBEL/BSA650 Roxburgh Panel Beating	
7	BRUCE HOBBS/Hobbs Bros. Auto Spares Yamaha 650	30
27	KEVIN HARRIS/Triumph 650	30
28	RAY WHITING/Honda 650cc	30
17	JEFF STONE/Honda 650cc	40
5	DARRYL HORWELL–West Melton Servicecentre Hirth 650cc	GO

1 .....2.. .....3 .....Time.....

Points: Tony David 10, Dave Cawley 12, Norrie Chandler 15.
Winner to receive Pol Star Helmet donated by Star Products.

Event 3 **4 Laps**

NOVICE FINAL

No.	Rider	Grid
10	PHILIP LYNDSAY	5
11	PHILIP HARRINGTON	6
14	NIGEL HARRIS	4
44	PETER PAULSON	1
25	ANDY SUTTES	3
18	DENNIS MAXWELL	2

1.....44.....2.....25.....3.....18..... Time....57.....

2nd to Event 6. First to Event 5

Event 4 **4 Laps**

SIDECAR SCRATCH

No.	Rider	Grid
1	P. LAMBERT - N. LAMBERT	
13	WARREN BENSON/WAYNE TURNER Bakers Triumph	.....
6	GRAHAM PULLAN/DAVE MOLYNEUX Paul Easterbrook 750 Norton	.....
~~3~~	~~IAN BEGBIE/TONY HENRY Rickman Triumph~~	.....
8	BARRY LYNCH/DAVE SCOBIE– 750cc Water cooled Suzuki	.....
7	BRENT BEADLE/ALAN BOYLE– Cashmere T.V. Ltd Triumph	.....
5	LES DWIGHT (jnr) /STEVE UNWIN– 1000cc Vincent	.....

1 .....6..... 2 .....5.....3 .....7..... time....58.1....

Points: Kevin French 11 Howard Jones 4, Les Dwight (jnr) 8

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SUZUKI

'Hippy' driver faultless

Leading Christchurch drivers were forced to accept unaccustomed supporting roles as the two talented American visitors, Gary Paterson and Larry Rice, swept all before them in the international midget car events at the Templeton Pall Mall Speedway on Saturday night.

Known as the hippy of the motor-racing world, Paterson was quite outstanding in the Sesco racer he brought to New Zealand with him.

He won an incident-packed Go Cola Inter-nation Cup contest with a faultless display and also finished at the head of the fields in two lesser events.

The only race he failed to win was the final eight-lap Firestone $1000 feature. In this, he found himself in a little unexpected trouble on the Prison Bend while holding third place on the third lap. He collided with a rival and stalled.

Rice, the 1973 American champion, went on to win from Tony Derosa (Australia). Both were driving the remarkable Volkswagen-powered racers which have been making such an impression at top international levels in the last two years.

Afterwards Paterson, who has a reputation for deliberately antagonising spectators, claimed over the public address system that he should have won all four races and promised that next Saturday, when he would make his final appearance at Templeton, nobody would see which way he went.

He predicted that he and Rice would completely dominate the racing, suggesting in forthright language that there was not a driver in New Zealand capable of matching either of them. "I can see no way that we are going to get beat," he said.

The crowd of some 7000 spectators reacted with boos and jeers.

But if Paterson lived up to his image as the man "everybody loves to hate," few could have failed to be deeply impressed by his driving. He took over the lead from Rice on the sixth lap of the 15-lap Go Cola Inter-nation Cup race and held it to the finish. Rice was never more than a few feet behind, but there was never any doubt that he was going to finish second.

ROXBURGH SHINES

The real interest in the race was the battle for third. After John McKitterick had spun off on the seventh lap, Gordon Roxburgh found himself in third place and with one of the finest performances of his long career he clung to this until the last corner of the last lap. Then he drifted a few feet out from the pole line and in a flash Derosa was through to snatch third place.

Roxburgh finished fourth, inches behind, and well ahead of Allan Palmer, who appeared to be having some difficulty with the track surface.

Palmer, the driver expected to provide the strongest challenge for the visitors, did not have a particularly happy night. In the Pall Mall feature race, he spun off on the sixth lap while holding third place to Paterson and Rice.

Jack Bryan emerged from a somewhat spirited confrontation with Derosa and Edwin Murray to claim the third position.

Earlier, the first attempt to run this event had ended in a spectacular pile-up involving the cars of five drivers — Paterson, Derosa, Bryan, McKitterick, and Murray. A complete re-run was ordered.

Palmer showed improved form in the final race, the Firestone $1000 scratch, leading for nearly three laps before giving way to Rice. He held second place until three laps from the end when he drifted wide and let Derosa through but there was nothing to be dissatisfied with in his third placing.

Mark Williams, who has the fastest track times to his credit this season, looked competitive until he was eliminated with motor trouble after four laps of the Pall Mall feature. He was fourth at the time.

The New Zealand test rider, Graeme Stapleton, was back to his best form in the motor-cycle events, winning his qualifying race and the two main feature scratch races as well. His fastest time of 78.4sec was only two-fifths of a second outside the best recorded this season.

But it was not a night Stapleton's chief rivals will remember with a great deal of pleasure — for more than one reason. Ian Hindle, the young Englishman, who had won the Canterbury title only seven days previously, surprisingly failed to qualify for the two feature races.

SERIOUS SMASH

However, he was able to join the field for the super six when Graeme Stewart could not get his bike ready in time. The scene seemed set for a great battle, but on the opening lap the race came to an abrupt halt with one of the worst accidents in A grade competition for some years.

Larry Ross was leading the field through the Prison Bend when his back wheel swung out. Hindle hit him a glancing blow and both went flying. Another Englishman, Keith Anderson, crashed into the pair of them. Ross and Hindle were quickly on their feet but Anderson was left lying on the track. He was treated and taken from the track in the ambulance and although he recovered well in the pits, he later went to hospital to have his back examined.

Graham Pullan and Dave Molyneux were in fine form in the sidecar events, winning the opening scratch race and preventing the national champions, Les Dwight jun. and Steve Unwin, from making a clean sweep. In the remaining two races, Pullan and Molyneux finished runners-up both times.

Results were:—

MOTOR-CYCLES

Novice solo events (4 laps).—First qualifying race: P. Paulson 1, A. Sintes 2. Time, 90.2. Second qualifying race: P. Harrington 1, D. Maxwell 2. P. Lyndsey 3. Time, 92.3. Final: Paulson 1, Sintes 2. Maxwell 3. Time, 87.0.

Second division solo events (4 laps).—First qualifying race: J. Hanning 1, F. Forscutt 2, W. Skilling 3. Time, 86.2. Second qualifying race: B. Mitchell 1, B. Read 2, G. Taylor 3. Time, 84.5. Consolation race: P. Salt 1, C. Blackett 2, S. Duff 3. Time, 82.2. Final: Mitchell 1, Hanning 2, Read 3. Time, 81.8.

First division solo events (four laps:—Opening handicap: I. Hindle (30yd) 1, G. Stapleton (40yd) 2, B. Read (10yd) 3. Time, 82.3. Second handicap: L. Ross (50yd) 1, K. Anderson (50yd) 2, T. Black (30yd) 3. Time, 83.0. First qualifying race: Stapleton 1, Ross 2, P. Fewing 3. Time, 79.6. Second qualifying race: Anderson 1, G. Stewart 2, T. Black 3. Time 81.9. Pall Mall scratch: Hindle 1, B. Mitchell 2, B. McMillan 3. Time, 79.3. Tommy's Suzuki Centre Super Six: Stapleton 1, Black 2, Fewings 3. Time, 78.9. Go Cola flying four: Stapleton 1, Ross 2, Black 3. Time, 78.4.

Sidecars (four laps).—Qualifying race: I. Beghie and A. Henry 1, G. Pullan and D. Molyneux 2, W. Benson and W. Turner 3. Time, 89.0. Opening scratch: Pullan and Molyneux 1, L. Dwight jun. and S. Unwin 2, B. Beadle and A. Boyle 3. Time, 88.1. Rex Russell scratch: Dwight jun. and Unwin 1, Pullan and Molyneux 2, Benson and Turner 3. Time, 85.0. Edox handicap: Dwight jun. and Unwin 1, Pullan and Molyneux 2, Beadle and Boyle 3. Time, 89.1.

CARS

Midget racing car events.—Opening handicap (six laps): G. Paterson (U.S.A.) 1, J. Bryan 2, M. Williams 3. Go Cola Inter-nation Cup (15 laps): Paterson 1, L. Rice (U.S.A.) 2, A. Derosa (Aust.) 3, G. Roxburgh 4, A. Palmer 5. Pall Mall feature (eight laps): Paterson 1, Rice 2, Bryan 3. Firestone $1000 scratch (eight laps): Rice 1, Derosa 2, Palmer 3.

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Rod Dew looks behind...

THE SPEEDWAY SCENE

9th Meeting Saturday, 3rd January 1976

MEL KENYON

What a lineup! LARRY RICE (U.S.A.), GARRY PATERSON (U.S.A.), TONY DEROSA (Australia) and the incomparable MEL KENYON (U.S.A.) are here tonight for the biggest international midget car meeting of the season. At least, we hope they are here. There were a few problems in regard to a clash of dates for Kenyon still to be sorted out when we went to press. But, hopefully, they will have been sorted out.

It is just one of the many headaches associated with running a speedway.

Kenyon has already been showing the great form for which he is known at Auckland's Western Srpings and when he made his first visit to Templeton last season he was literally out on his own. The winner of the 1974 American midget car championship, he is known as "Miraculous Mel" And for good reason.

He earned this label for his tremendous fight back to the highest pinnacles of the sport after a disastrous crash which cost him the thumb and second and third joints of all his fingers on his left hand. He now drives a speical glove which can be attached to the steering wheel of whatever car he is driving.

Mel is the greatest midget car driver the United States has produced and he will be very hard to beat tonight. His horrific accident was in the 1965 Langhorne meeting. At the time, he had won the American midget car championship once – in 1964. Since then, he has driven even better. He has won the American title three more times – in 1967, 1968 and last year.

But his racing has not been restricted to midget cars entirely. Four times he has been highly placed in the famed 500 mile Indianapolis race without actually winning it. This is a remarkable performance considering that he finds long distance races tiring.

Among his Indianapolis placings are a third, two fourths and a fifth.

Now 42, Kenyon has been racing cars since the early 1950's. He began in stock cars and in 1958 he moved into midget cars. Since that time, he has never looked back.

Last season, the great A. J. FOYT (U.S.A.) and the two talented Australians, JOHNNY FENTON and BARRY PINCHBECK, provided Mel with his main opposition. Tonight, the overseas challenge will come from the 1973 American champion, LARRY RICE, and the brilliant hippy of the oval dirt track scene, GARY PATTERSON.

Rice and Paterson both made their season debuts at Templeton last Saturday so know exactly what to expect from the track. This will give them a slight advantage over Kenyon. With all three drivers racing the same type of machine – all are powered by the remarkable horizontally opposed VW engine – it will be skill which will be of paramount importance.

Derosa, who will be carrying the Australian flag, is also driving a VW-powered racer. This is the same car which A. J. Foyt used with such success in Australia and New Zealand last season.

* * * * * * * *

If the visitors are expected to dominate proceedings, it would still be unwise to underestimate the capabilities of the leading Templeton drivers. The standard of driving at Templeton, and the quality of the machinery, has never been higher. ALLAN PALMER, who stepped up to the midget car class from the TQ's this season, has had instant success with his American-made Sesco racer. He is clearly right up to international standard in his driving.

Then there are LAURIE MILLAR and MARK WILLIAMS. Millar, a driver of considerable experience, has responded magnificently to the challenge of the two newcomers, Palmer and Williams, this season and his Datsun racer is really flying. Williams, of course, drives the Chevy II racer formerly wheeled by BEVAN TULETT. It has had a major re-build and is now one of the most competitive cars in the country. Williams, a hard charging driver of unusual ability knows just how to get the best out of it. And of course there is EDWIN MURRAY to consider. He has had a bad run with his Offenhauser racer this season but has proved before that he has the ability to match overseas competition.

EDWIN MURRAY

Four times world solo champion BARRY BRIGGS has recently had another book on speedway published, "TRACKING WITH BRIGGO" (Souvenir Press) in Britain. It is a bright and informative publication with a heavy emphasis on pictures which Briggo has gathered together on his world travels. This book should be of special interest to New Zealanders because it devotes quite a lot to the 1974 – 75 World Champions' Troupe

visit to this country. There are a number of superb speedway shots, many of them taken in New Zealand last season, and there is also a full page portrait of the outstanding newcomer to the Wimbledon first division league team last northern season, Templeton's LARRY ROSS.

* * * * * * * *

Three-quarter midget racing has been competing in the shadows of the other classes this season but this will end next month. The TQ men will take over the centre stage in a big way on February 7, when the New Zealand championship is being held here at Templeton. Drivers from all parts of the coutnry are expected to participate and the highest standard on record seems likely. Canterbury drivers, with their local knowledge, should fare well. Among those likely to make a big impression are NORRIE CHANDLER, GAVIN PARR, WAYNE DENOVAN, TONY DAVIS and DARYLE JONES.

NORRIE CHANDLER

* * * * *

Make sure you keep January 17 free. That is when the World Champions' Troupe will be here at Templeton with the greatest collection of world class riders ever assembled for an international series. The first four in the last world final at Wembley in Britain are coming – OLE OLSEN (Denmark), ANDERS MICHANEK (Sweden), JOHN LOUIS (England) and our own IVAN MAUGER (New Zealand). And there are five others right up to the highest world standards as well. The great BARRY BRIGGS will be here, of course. This might be one of the last opportunities to see this four-times world champion in Britain. I know that has been said before but Briggo has now retired from the British league and is now very much in the twilight of his great career.

More about this great meeting later.

* * * * * * * *

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Event A — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
15 ~~42~~	~~JOHN HANNING~~ TEDDY WHITRIDGE	4
22	TERRY JEMMETT FEL RMTD	2
30	ALLAN BUNNY FELL	1
~~44~~	~~PATRICK PAULSON~~	
~~41~~	~~ROBERT SEYB~~	
25	ANDREW SINTES	3

1 ...25... 2 ...15... 3 ...22... time...89.2...

Event B — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
18	DENNIS MAXWELL	1
11	PAUL HARRINGTON FEL RMTD	4
13	GRAHAM TAYLOR	1
14 ~~45~~	~~JAMES MOORE~~ NIGEL HARRIS	5
10	PHILLIP LYNDSEY	3
~~39~~	~~STEPHEN DUFF~~	

1 ...13... 2 ...15... 3 ...14... time...89.3...

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AE-RMW

Event 1 — **4 Laps**

SIDECAR QUALIFYING

No.	Rider	Grid
12	HOWARD ASKEY - IAN COMBRIDGE	1
13	WARREN BENSON/WAYNE TURNER Bakers Triumph	6
~~6~~	~~GRAHAM PULLAN/DAVE MOLYNEUX Paul Easterbrook 750 Norton~~	
~~2~~	~~IAN BEGBIE/TONY HENRY Rickman Triumph~~ LAMBERT BROS	3
8	BARRY LYNCH/DAVE SCOBIE– 750cc Water cooled Suzuki	2
7	BRENT BEADLE/ALAN BOYLE– Cashmere T.V. Ltd Triumph	4
~~5~~	~~LES DWIGHT (jnr) /STEVE UNWIN~~	
~~4~~	~~1000cc Vincent~~ FRENCH BROS FEL	5

1 ...13... 2 ...12... 3 ...4... time...88.5...

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Rod Dew looks behind...

THE SPEEDWAY SCENE

10th Meeting Saturday, 10th January 1976

Freckle faced American rider RANDY MAMOLA is here tonight to show New Zealand speedway enthusiasts what US-style flat track racing is all about. It should be rather interesting. Randy came to New Zealand mainly to race in the class events being held in conjunction with the international road racing series currently being held. But he also brought his 250cc Yamaha flat tracker with him.

It is this he will ride tonight.

It is quite remarkable how fast this incredible youngster can get around a quarter-mile speedway track. Obviously, he is more at home on the big American half and one mile flat tracks, where speeds of 100mph are not uncommon, but he is not too bad on the tighter New Zealand trakcs, either.

Randy, who is just 4ft 9in tall and weights only 851lbs, has already carved out a remarkable record in the United States and has been virtually unbeatable in amateur races in both flat track and road racing. He is in New Zealand to further his experience in both.

Mamola, 16 in November, has just completed an outstanding amateur apprenticeship by registering 62 victories in the last two season. They came on Yamaha machines over all types of courses in his native California.

Long since having established his proficiency in Tourist Trophy and oval dirt track racing, the auburn-haired youngster this season concentrated on road racing for the first time.

The results were amazing. Wheeling a Yamaha in 125cc competition, he clicked off 10 straight victories over the famed California courses at Ontario, Riverside and Sears Point.

Mamola is to make application for his professional American Motorcycle Association licence and will begin working his way through the novice division in 1976. He is considered to have the most exciting potential since the arrival on the pro scene of the two-time AMA champion and Yamaha team leader, Kenny Roberts, the current American motor cycle racing hero.

Mamola is managed by Jim Doyle, a Pan-American Airways pilot who was a key figure in the deveopment of Roberts. Randy also has been coached in racing techniques this past season by Ron Grant, well known in New Zealand, who now is retired from racing and lives in Brisbane, California.

Mamola rides in yellow and black leathers, identical to those worn by Roberts and members of the American Yamaha International Corporation team, of which he someday aspires to be a member.

He began racing at age 11 in minibike events and has progressed up the ladder to the point where he handles 350cc machinery with ease. On such a Yamaha model, he won his first time out on the half-mile dirt Santa Clara County Fairgrounds oval in San Jose, Calif.

Feet up in a 90mph slide – Randy Mamola on his Yamaha 250 flat tracker.

Randy maintains a "B" average at Buchser High School in his native Santa Clara.

* * * * *

Next Saturday promises to be one of the highlights of the season as far as solo enthusiasts are concerned. The World Champions' Troupe will be here for the fourth of its five meetings in New Zealand. The racing will be tremendous.

Never before has such a talented line-up appeared on the one meeting at Templeton. As I mentioned earlier, the first four in the last world final – OLE OLSEN (Denmark), ANDERS MICHANEK (Sweden), JOHN LOUIS (England) and IVAN MAUGER (New Zealand) – will be here. But the other five are also outstanding performers in their own rights.

EDWARD JANCARZ is the reigning Poland champion. He was here with the first World Champions Troupe and came back again last season with the Polish test team. This year he is back in the troupe and will be a very strong challenger for overall honours. He is a world finalist.

BARRY BRIGGS, one of the all-time greats of the sport, is of course returning to his home town for the meeting. He has now retired from British league racing and is competing at selected meetings only. There has even been a suggestion that he might be thinking about settling back in Christchurch. Rumour has it that he already owns a section on the hills somewhere. . .

Australia will be represented by former Aussie Champion JIM AIREY, also a former world finalist. And from Czechoslovakia will be JIRI STANCL. He is making his first appearance in New Zealand and comes with an impressive record. He has won the Czech title u record six times and is a world finalist as well.

As well as the 1974 world champion, Michanek, Sweden will be represented by TOMMY JANSSON. Strangely enough, it is Jansson who currently holds the Swedish title. In a country not lacking in world class riders, that is quite an achievement.

Olsen is the reigning world champion. He finished runner up to Mauger in the last two troupe series. This time he is out to win and has even brought his own special world championship bike with him. Next Saturday night is not one to be missed.

* * * * *

Who will Canterbury's leading contender be for the New Zealand three-quarter midget car championship, here at Templeton on February ?? That is the question everybody is asking. GAVIN PARR has been the most consistent in terms of points gained. His form this season has been quite outstanding and no doubt he, is thankful that he elected to retain the old JAP power unit when all his rivals were switching to multi-cylinder engines.

But there is nothing much between the top drivers. NORRIE CHANDLER has shown very good form on occassions and could well prove a very strong title contender. And then there is WAYNE DENOVAN, who is going better than ever, TONY DAVIS and former South Island champion DARYL JONES to name but a few of the others who could do well.

* * * * *

The South Island sidecar championship will be held here at Templeton on January 24 and the way things have been going in this class it seems likely to be a spirited contest. LES DWIGHT jnr. and STEVE UNWIN are the defending champions. They narrowly defeated KEVIN and PAUL FRENCH in the championship last season. Dwight and Unwin, incidentally, are the reigning New Zealand champions as well. So the outcome of this contest might well give an insight into the next national championship.

* * * * *

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Event A **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
15 ~~43~~	~~TERRY NUTTBROWN~~ ~~JAMES HANNING~~	3
37 ~~22~~	~~TERRY JEMMETT~~ TONY NEATH	5
30	ALLAN BUNNY	4
44	PATRICK PAULSON	2
41	ROBERT SEYB FELL	1
25	ANDREW SINTES	6

1 ...35..... 2 ...44..... 3 ...37..... time...54.3....

Event B **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
18	DENNIS MAXWELL	.....
11	PAUL HARRINGTON FELL	.....
44 ~~13~~	~~GRAHAM TAYLOR~~ NIGEL HARRIS	.....
45	JAMES MOORE	.....
10	PHILLIP LYNDSEY DF.	.....
~~39~~	~~STEPHEN DUFF~~	.....

1 ...45..... 2 ...18..... 3 ...14..... time...54.6.....

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Rod Dew looks behind...

THE SPEEDWAY SCENE

12th Meeting Saturday, 24th January 1976

The sidecars have really come into their own this season. If you have any doubts about this, tonight's South Island championship should banish these for all time. It promises to be a real battle.

DWIGHT JNR.

The combination everybody will be trying to beat will be the reigning New Zealand champions, LES DWIGHT JNR. and STEVE UNWIN, who will be riding their faithful old 1000c.c. V-twin Vincent. They have been in great form this season, without taking great risks in events which don't matter.

But tonight it will be all or nothing. They won the South Island title last season after a testing battle with KEVIN and PAUL FRENCH. If my memory serves me correctly, the French brothers actually cross the line first in the final heat last season and there was for some time confusion as to who had won what. But the French brothers were subsequently relegated for barging and the title went, deservedly, to Dwight and Unwin.

No doubt Kevin and Paul French would like to extract their revenge tonight. They, too, will be riding a 1000c.c. Vincent-powered outfit. Strangely enough, this is the same machine which Dwight's father, LES DWIGHT SENIOR, rode to victory in two New Zealand championships. And it is Dwight senior who is the guiding light behind the French brothers.

Earlier this season they set a new four-lap record of 82.6 sec. This has since been equalled by Dwight junior and Unwin, but still stands as the outright record. That is not bad for a team which is only in its second season of racing.

BEGBIE

This list of challengers for the title tonight does not end with French and Dwight, however. By no means. Veteran campaigner IAN BEGBIE, this time with TONY HENRY in the outrigger, will be right up with the best of them, although his Rickman Triumph twin is giving away a lot of power to the Vincents of French and Dwight. But what he loses in power, he makes up for in weight.

That the lap record of 19.9 sec. stands to Begbie is ample testimony to his own riding ability and the capabilities of his lightweight three-wheeler.

GRAHAM PULLAN and DAVE MOLYNEUX on their 750 Norton-powered racer have also been in fine form this season and certainly cannot be discounted as title challengers. The list goes on. WARREN BENSON with WAYNE TURNER, BRENT BEADLE with ALAN BOYLE, BARRY LYNCH with DAVE SCOBIE, HOWARD JONES with HOWARD ASKY and DAVE ARNOLD with BOB ARNOLD. Arnold was, incidentally, the first to try two-stroke power in his outfit and was going really well until a spectacular crash earlier in the season put him and his brother out of action for a time. They race a 500c.c. Suzuki twin.

Lynch, of course, has that immaculate Suzuki 750-powered outfit. It is still in an early stage of development but if the form of TERRY SOFFE and KERRY WRIGHT on their 750 Suzuki in the recent Canterbury-Auckland clash is anything to go by, this outfit could be worth watching.

* * * * * *

The World Champions' Troupe meeting here last Saturday was tremendous. I am sure not one of the 13000-odd spectators packed around the track went home disappointed. I certainly didn't notice anybody leaving early (as they apparently did at Wigram the following day).

What great form OLE OLSEN is in. The Danish world champion started the night off in rather doubtful fashion when an oil pipe broke, but he went on to win all his remaining rides, including the final, with ease. I don't think we have seen Ole ride so well since the first time he raced at Templeton in 1971.

And then there was IVAN MAUGER. The great New Zealander was riding pretty well, even by his high standards, and he was a little unlucky in the final to get his leg wiped out from under him by a show of "wash" from Olsen and young TOMMY JANSSON in the final. I know a section of the crowd were convinced that Ivan's prop leg had been knocked away by either Olsen or Jansson but Ivan later refuted this.

It was certainly unusual to see Ivan lying on the ground by the safety fence while his rivals raced away. It is a year or two since he has been beaten in a major contest at Templeton. I can remember only once before that Ivan was not at his best at Templeton. That was way back in 1969 when Ivan had just won his first world crown.

He was feeling the pressures of being world champion for the first time and double world champion RONNIE MOORE, then planning a comeback to the British league, was not making things very easy. But Ivan went on to win the world championship again – and again. Perhaps his lapse last Saturday was an indication that world title No. 5 is on the way. It is being held in Poland this year, incidentally.

The runner-up in the final on Saturday was Jansson. I don't think there is a more promising young rider anywhere. Most people missed it at the time, but Tommy, who already has one Swedish title under his belt, recorded a race time of 75 sec. in beating Ivan Mauger in the seventh heat. That was the fastest race time at Templeton since the great five-times world champion OVE FUNDIN, of Sweden, set the track record of 74.9 sec. in 1969.

Tommy, incidentally, is already a world champion, he and ANDERS MICHANEK won the world best pairs title in Poland for the second successive year last northern season.

It was a shame that a breakdown in the equipment prevented the track being in its usual top shape. Ove's record would almost certainly have fallen.

* * * * * *

MICHANEK

Michanek, world champion in 1974, was in great form at the fifty round of the series at Invercargill last Sunday. He won the late challenger for the South Pacific title.

However, Olsen retains his comfortable lead with 22 points. Ivan Mauger is second with 15 and with another five meetings to go in Australia is still very much in the running for his third successive World Champions' series win. Other scores are: Michanek 12, Jim Airey (Australia) 10, Jansson 9, Kiri Stancl (Czechoslovakia) 8, Edward Jancarz (Poland) 7, Barry Briggs 5, John Louis (England) 2.

* * * * * * *

Barry Briggs, New Zealand's four-time winner of the world title, brought one of the new four-valve engines which seem to be taking speedway by storm in England. His was an English Erskine conversion for a Jawa and was still in the experimental stages, although Barry is fairly happy with the way it had been going. "It gives a bit more drive off the start and out of the corners," he said.

Ole Olsen tells me that the Jawa factory is a present working on a four-valve motor and that he hopes to have a works machine fitted with one by July this year.

* * * * * * *

Although the bikes stole the limelight last Saturday, there was plenty to admire in the other classes. The final three-quarter midget car race, for example, was a cracker. WAYNE DENOVAN won the race by inches from NORRIE CHANDLER with GAVIN PARR in third place. Their performance seems to indicate that the forthcoming New Zealand championship here at Templeton will be well worth watching. Who knows, perhaps we could have another winner from Templeton.

REX BURT is the only Templeton driver to have won the title, although others have gone close. And Rex was out last Saturday for the first time this season. Perhaps he has got his sights set on a second New Zealand title!

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Event A — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
2 11	~~KEN ROBINSON PAUL HARRINGTON~~	4
37	TONY NORTH	6
18 45	~~JAMES MOORE~~ B MAXWELL	4
30	ALAN BUNNY B F	3
14 22	~~TERRY JEMMETT~~ N. HARRIS	5
31 10	~~PHILLIP LYNDSEY~~ Royce BROWN	1

1 2 2 37 3 18 Time 70

~~No Race~~

Event B — **4 Laps**

~~NOVICE QUALIFYING~~

No.	Rider	Grid
~~25~~	~~ANDREW SINKES~~ IAN HINDLE	1
~~38~~	~~WAYNE SKILLING~~ TONY JANSSON	4
~~18~~	~~DENNIS MAXWELL~~ KEITH ANDERSON	5
~~41~~	~~ROBERT SEYB~~ JOHN LOUIS	2
~~14~~	~~NIGEL HARRIS~~ EDWARD JANCARZ	6
~~39~~	~~STEPHEN DUFF~~ JIRI STANCL	3

1 ~~JANCARZ~~ 2 ~~LOUIS~~ 3 ~~JANSSON~~ Time 76.9

Event 1 — **6 Laps**

EDOX SUPER MODIFIED HANDICAP

No.	Rider	Handicap
2	PETER ANNAN/Peter Annan Motors Chev.	100
~~4~~	~~BRIAN TODD/Bishopdale Serv. Mustang~~	GO
4TH 7	MIKE ALLAN/Surf Dive-N-Ski	80
16	PAUL HAWES/Stainless Castings Chev.	GO
17	SELWYN EVERETT/Reid Rubber Ford	90
21	HARRY PIERSON/Hurst Bros. Chev.	70
~~22~~	~~WAYNE PIERSON/Hurst Bros. Chev.~~	80
~~23~~	~~TOM LYNCH/Speed Away Towing Service Dodge~~	40
~~25~~	~~ROGER GLEESON/Raceway Spares Camaro~~	100
26	A. J. McDONALD/Uniweld. Chev.	60
~~27~~	~~PETER WILSON/Chev.~~	GO
~~40~~	~~GREGG ROWLANDS/Super Parts Chevy~~.	10
44	JOHN KEAM/Motueka Motors Valiant	30
~~47~~	~~JOE ANNAN/Rubadub Holden~~	60
~~77~~	~~PETER LEVERSEDGE/Peter Leversedge Motors Chevy. 2~~.	10
3	ALLAN COLES/C.A.E. Chevy.	70

1 26 2 2 3 21 Time 2-13.6

Points: Peter Annnan 18, Roger Gleeson 12, Joe Annan 9.

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Rod Dew looks behind...

THE SPEEDWAY SCENE

13th Meeting Saturday, 31st January 1976

The British team which lines up against New Zealand in the second solo test here tonight is probably the best to tour this country for many years. And this is anything but timely because the Kiwis are very much below strength at this time.

It was hoped that New Zealand's two four times world champions IVAN MAUGER and BARRY BRIGGS would be here to strengthen the home team's chances. But, alas, both are committed to the World Champions' Troupe, currently racing in Melbourne. Efforts were made by the president of the Christchurch Speedway Association (Mr. TONY NESBITT) to fly Ivan back specially for the meeting but this proved impracticable.

And with the third (or should I say first) member of New Zealand's world championship winning club, RONNIE MOORE, now retired after his dreadful crash in Australia last year, it is very much up to the new brigade to keep the flag flying high.

In the first test at Auckland last Saturday, they didn't succeed too well. The British Lions, their four-valve Weslake motors giving them a substantial advantage in speed and bottom end power, raced away to a commanding 85-23 victory. But there have been two changes to the team since then and hopes are high for a big improvement tonight.

The two newcomers to the team are Templeton's MAX BROWN and Wellington's ROBIN ADLINGTON. They replace the two Aucklanders, Colin Tucker and Paul Church.

For Max, tonight's test represents a major step forward. He has not previously raced for New Zealand and will be out to consolidate his position. If his recent performances in local competition can be taken as a reliable guide, he won't disgrace himself. Max, who recently returned from Britain where he has been racing in the second division, comes from a well-known speedway family.

Adlington was a surprise omission from the first test team and will be out to prove that this was unjustified tonight. He has previously represented New Zealand and can always be relied on to give a workmanlike performance. He recently indicated that he was in top form by winning the northern zone qualifying round of the world championship.

Apart from Brown, there are two other Templeton riders in the New Zealand side – GRAEME STAPLETON, who is No. 1 and team captain, and LARRY ROSS, who is the New Zealand champion.

GRAEME STAPLETON

Both men should provide their British rivals with a much greater threat on their home track than they did at Auckland. In fact, they hold the key to New Zealand's chances of coming out of the test with honour.

The other two are COLIN FARQUHARSON, of Napier, and MIKE FULLERTON, of Auckland. Farquharson was the top scorer in the New Zealand team at Auckland and will be hoping for another good performance tonight.

The Great Britain team reads like a who's who of speedway racing. Team captain is that very popular visitor of these shores, CHRIS PUSEY. He has now raced at Templeton many times over a number of years but this is the first time he has come as team leader.

The outstanding performer in the side is PETER COLLINS, who is making his Templeton debut tonight. He is regarded as Britain's strongest world championship hope for something like 20 years. And there is good reason for this. At Auckland, he broke Ivan Mauger's lap record an incredible seven times. And nobody betters Ivan's records unless he is right out of the top drawer.

Collins is a former European champion and will undoubtedly have his eye on that long standing Templeton record held by Sweden's five times world champion OVE FUNDIN.

JOHN DAVIS

Two other members of the team are familiar figures at Templeton – JOHN DAVIS and DAVE MORTON. You might remember that they were members of the unofficial British league riders' team which defeated a four-man New Zealand team last season. That series, incidentally, marked Ronnie Moore's last appearance in New Zealand colours.

Morton, who, like Davis, spent the entire season in New Zealand, later won the New Zealand championship at Palmerston North. Both are talented, uncompromising riders. Morton's younger brother, CHRIS MORTON, is also with the team. A young rider of exceptional potential, he won the British 350c.c. grass track championship last northern season.

The other member of the studded line-up is DOUG a very determined rider of considerable ability.

DAVE MORTON

Looking back on the credentials of these riders, it is very difficult to see New Zealand winning tonight. But there is more to speedway racing than just winning. There will be plenty of things to appreciate on both sides. The test, incidentally, will be run over 18 heats.

* * * * * * * *

If RONNIE MOORE has been sidelined by that crash in Australia last year, he is still playing a leading role in speedway. He is a member of the three-man panel which chose tonight's New Zealand team. The other two are GEORGE TURVITT and DON TOMKINS, both of Auckland.

A full-length book on the life story of Ronnie Moore will, by the way, be published later this year. It promises to be the most interesting speedway book ever published. Only a limited number of copies are being printed and they look like being rather scarce. So if the chance to buy one presents itself to you, don't hesitate. There has been no more interesting or popular figure in world speedway than Mirac. Ronnie is pretty pleased with the way the manuscript has turned out. I will have more information on this for you later in the season.

RONNIE MOORE

* * * * * * * *

Next Saturday, the three-quarter midgets will claim the limelight. The New Zealand championship is being held – the only one to be decided at Templeton this season – and it promises to be a boomer. A total of 23 drivers have entered from the North Island alone and some are here tonight to show what they are capable of. There are obviously going to be a few disappointed drivers because the championship field is going to be restricted to 16 starters.

Who has the best chance of our local men? That is an impossible question on performances this season. So many have done well at times but nobody had gained any lasting dominance over the others. REX BURT, who won the title in 1974, is the only South Island drive to have done so. He will be back again, this time with a Triumph unit replacing his faithful JAP and ESO engines.

But Rex has only made a couple of appearances this season. Drivers like NORRIE CHANDLER, WAYNE DENOVAN, GAVIN PARR, TONY DAVIS and the HOBBS brothers, BRUCE and CHRIS, have all had their moments.

* * * * * * * *

KEITH ANDERSON, one of Templeton's two resident Englishmen, obviously made a big impression last Saturday when he rode against four members of the World Champions' Troupe. That second placing in the second race clearly set a few people thinking. The result was that Anderson was aked to join the troupe in Australia for the next two weeks – as IVAN MAUGER'S mechanic! Keith will obviously act as a first reserve for the nine troupe members as well. That is a pretty big jump for a rider who came to New Zealand for experience, not even knowing if he would be accepted at the local tracks.

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3E - RYN

Event A — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
11	PAUL HARRINGTON F.E.11	4
37	TONY NORTH	6
45	JAMES MOORE E.12	7
30	ALAN BUNNY	3
22	TERRY JEMMETT F.E.11	1
10	PHILLIP LYNDSEY	5

1 37 2 30 3 10 Time 91

Event B — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
25	ANDREW SINKES	1
~~38~~	~~WAYNE SKILLING~~	
18	DENNIS MAXWELL	5
41	ROBERT SEYB	3
14	NIGEL HARRIS	4
39	STEPHEN DUFF	2

1 25 2 41 3 18 Time 89.9

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THE GO COLA
NEW ZEALAND V. BRITISH LIONS

SCORE SHEET

No.	BRITISH LIONS	Points						Total
1	Chris Pusey	2	2	3	2	2	2	13 5
2	John Davis	3	3	2	3	3	3	17 1
3	Doug Wyer	2	3	2	2	2	1	12 4
4	Chris Morton	3	2	3	3	3	3	17 1
5	Peter Collins	3	3	3	3	3	F	15
6	Dave Morton	2	2	1	1	1	-3	10 2
7	Gordon Kennett							
				TEAM TOTAL				84

	NEW ZEALAND	Points						Total
1	Graeme Stapleton	1	1	1	1	2	2	8
2	Robin Adlington	0	0	0	NS	NS	0	0
3	Larry Ross	0	1	2	1	EF	1	5 1
4	Max Brown	1	0	0	0	1	2	4
5	Colin Farquharson	0	1	0	2	EF	1	4
6	Mike Fullerton	1	0	1	0	1	0	3
7	Paul Fewings	0	0					0
				TEAM TOTAL				24

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Rod Dew looks behind...

THE SPEEDWAY SCENE

14th Meeting Saturday, 7th February 1976

Forty-nine starters in tonight's New Zealand three-quarter midget car championship! That has got to be a record for any national speedway championship. It just goes to show what tremendous competitor interest there is in this form of racing.

PAUL SUTHERLAND

And the man they will all be out to beat is Auckland's PAUL SUTHERLAND. He won both the North Island and New Zealand titles last season with two superb driving displays and is out to make it two in a row tonight. He will be driving a car powered by a 498cc Suzuki engine. It doesn't seem the ideal unit for this form of racing and Sutherland will be giving away more than 150cc to the Triumph twins of his chief rivals. But the uncompromising Aucklander has proved that there is a place for two-stroke power–at the top.

Because of the huge entry, tonight's championship will take an unusual form. Rather than seed out the drivers who are not rated highly, the Christchurch Speedway Association decided to hold a series of heats and repechages to select the finalists. It will start off with three heats and the first three in each of these will automatically go through to the final.

For those that miss out, there will be two repechage heats and the first two from each of these will also qualify for the final, making a total of 16.

The final itself will be decided over three 12-lap races on points.

At the end of its all, the drivers will know they have been in a championship. Some are going to be disappointed–upsets are inevitable in a field of this size no matter what system is used– but this seems to be the fairest way of deciding who will wear the 1976 crown in the TQ class.

As I said earlier, Paul Sutherland and his fantastic Suzuki racer must start as the favourites. But if last Saturday's performance by fellow Aucklander LEN GARDNER is anything to go by, he will be a very strong challenger, too. He came to Templeton a week early to familiarise himself with the track and this should stand him in good stead. His supercharged 650 Triumph car is obviously very quick and it comes as no surprise to learn that he is the track record-holder at Auckland's Western Springs.

There are a dozen other drivers who must have a chance of winning the title if they get the right breaks–too many to mention in detail here. There is GRAHAM SPARGO, of Hawkes Bay, for example. He has been to Templeton on several occasions before and is known to be a driver of considerable skill. He has a Norton twin engine in his car.

GRANT WILKS, of Kihikihi, is another northern performer of note. He will be driving a J.A.P. 500. It is probably worth noting here the widespread switch of preference from the old English J.A.P. to, mainly, 650 Triumphs. There are only five drivers using J.A.P. power in the championship and one Jawa. The latter will be driven by JOHN BENTON, of Hamilton, another driver of long experience and not inconsiderable talent.

The local challenge should be a strong one. REX BURT, who won the championship in 1974, has not been a regular competitor this season. And he has swopped the J.A.P. and Jawa motors which served him so well for a Triumph. But he is still capable of the performance which will devastate anybody.

REX BURT

TONY DAVIS showed last Saturday that he would be a strong contender, winning both races in fine style against "imported" opposition. He appears to have hot top form at the right time.

NORRIE CHANDLER and GAVIN PARR have both had considerable success this season and must be in with a chance. Chandler is driving his immaculate Triumph-powered car but Parr, who has been extremely consistent, continues to pin his faith in the J.A.P. Consistency is going to be pretty important tonight and this is one thing the J.A.P. motors are known for.

And DAVE HARPER cannot be dismissed, either. He is a former South Island champion and, although he has not been going as well as he once did, he is still capable of surprising. He is another preferring to remain with J.A.P. power.

* * *

If you are wondering where the New Zealand midget car championship is being held this season, the answer is simple. There isn't going to be one. In its place, a Coca Cola national series is being run at several North Island tracks but as a suitable replacement for the New Zealand championship it seems doomed to failure.

There won't be a round at Templeton because Templeton has Go Cola as one of its main sponsors. Coca Cola dictated the terms of their sponsorship and this involved getting the rights for the whole season. The president of the Christchurch Speedway Association, TONY NESBITT, is unhappy about the situation and feels that the sponsors should be paying only for their name to be linked with the series and not be dictating how and where the championship rounds should be run.

I have got to agree. The Speedway Control Board should decide on the championship formal and then offer the series to a sponsor.

* * * * *

I have heard, indirectly, that PETER ANNAN, the New Zealand supermodified champion for the last two seasons, does not intend to defend his title at Hamilton this year. Peter's car might not be the fastest in the field any more now that the sprint cars are taking over. But for consistency it is hard to beat. He and his car have proved that they are never better than when the going is toughest.

PETER ANNAN

Two who are planning to contest the championship are ROGER GLEESON and SELWYN EVERETT, who have been in great form this year. Gleeson's car is as fast as anything at Templeton and probably in this country. But it has had problems with reliability.

* * * * *

Last Saturday's test resulted in an overwhelming victory for the British Lions, 84–24. It was a disappointing outcome but there can be no doubt that the Kiwis, without the help of their former world champions, rode their hearts out. I am quite sure that the bikes ridden by the British riders were considerably faster than those ridden by the Kiwis. I wonder just what would have happened had to two teams swopped bikes!

Most of the machines ridden by the tourist were four-valve Weslakes, four-valve Jawas or special Long track Jawas. One test rider unhappy about being on a slower bike who has decided to do something about it is GRAEME STAPLETON, the New Zealand skipper. He has taken over one of the bikes brought out by JOHN DAVIS so we can look forward to fireworks in the future.

By the way, TOMMY JANSSON (Sweden) now has to share the honour of being fastest round Templeton this season. PETER COLLINS recorded four laps in 75 sec. last Saturday to equal Jansson's time, set during the earlier World Champions' Troupe meeting. Bother were a tenth of a second outside the track record set by the great OVE FUNDIN six years ago.

* * * * *

Next Saturday is one of the most important on the speedway bike racing programme. The New Zealand final of the world championship will be held here at Templeton and the top eight riders to qualify for the Australasian final at Auckland will be found. IVAN MAUGER and BARRY BRIGGS are both bringing special motors back from Australia with them to ensure that they are not caught by surprise. Big upset is the inclusion in the field of the former British test rider, ROY TRIGG.

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NO RACE
Event A — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
11	PAUL HARRINGTON	.....
44	PATRIC DAWSON	.....
37	TONY NORTH	.....
41	ROBERT SEYB	.....
14	NIGEL HARRIS	.....
10	PHILLIP LYNDSEY	.....

1..... 2..... 3..... Time.....

Event B — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
39	STEPHEN DUFF	1
31	ROYCE BROWN	4
30	ALAN BUNNY	5
~~38~~	~~WAYNE SKILLING~~ PAUL HARRINGTON	6
18	DENNIS MAXWELL	3
14 ~~22~~	~~TERRY JEMMETT~~ NIGEL HARRIS	2

1 39 2 18 3 11 Time 91.7

NO RACE
Event C — **6 Laps**

SIDE CAR QUALIFYING

No.	Rider	Grid
3	IAN BEGBIE/TONY HENRY – Rickman Triumph.	.....
8	BARRY LYNCH/DAVE SCOBIE – Dave Scobie Motor Cycles 750 Suzuki.	.....
13	WARREN BENSON/BRUCE HEGGLUM – Bakers Triumph.	.....
1	PETER LAMBERT/NIGEL LAMBERT – Dyer and McTergue Triumph	.....
7	BRENT BEADLE/ALAN BOYLE – Cashmere T.V. L.T.D. Triumph	.....
12	HOWARD ASKEY/IAN CAMBRIDGE – Warrington Service Station Norton.	.....

1..... 2..... 3..... Time.....

1st 4 qualify for all Races. 6th to first scratch Race. 5th to second scratch Race. Top Place getter from 5th and 6th in the 2 Scratch Races qualifies for the Handicap Race.

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GREEN FLAG – Start of Race.
WHITE FLAG – Last Lap.
CHEQUERED FLAG – Finish of Race.
YELLOW FLAG – or **FLASHING AMBER LIGHT** – Caution.
BLACK FLAG – Competitor MUST withdraw immediately.
RED FLAG or LIGHT – Danger, Stop Race.
BLACK BOARD WITH WHITE DIAGONAL STRIP – Competitor under Protest.

MIDGET CARS

Second title to Sutherland

(By ROD DEW)

Paul Sutherland (Suzuki 500), of Auckland, won his second successive New Zealand three-quarter midget-car title at the Templeton Pall Mall Speedway last evening.

However, it was by no means a commanding victory. At the end of the championship heats, Sutherland and the very promising young Christchurch driver, Wayne Denovan (supercharged Triumph), were level on 36 points. A run-off was called for, and Denovan, driving one of the fastest cars in the championship, seemed set for his first national crown.

But when the time came for the vital four-lap race, Denovan's car, which had given trouble earlier in the night, refused to run properly. Sutherland raced into the lead at the start, and all Denovan could do was splutter and pop along behind with no real hope of catching the defending champion.

Denovan's selection as the Mutual Travel "sportsman of the night" must have been some consolation to him.

Third place over-all went to Steve Todd (Triumph), of Hawke's Bay, with 31 points.

Sutherland's victory underlined the importance of consistency. He did not win a single championship heat, and actually failed to qualify for the final in his first heat. A second in his repechage heat was all that got him into the final three championship races.

His three championship placings were a fourth, a third and a fifth.

In the first championship heat, Colin Grant, of Hawke's Bay, driving the car built and raced by another Christchurch driver, Allan Palmer, led from start to finish. But it was Denovan, coming through from a back grid position, who stole the show. He was within inches of snatching the lead at the finish.

Another Hawke's Bay driver, Graham Sparge (Norton), was third, ahead of the defending champion, Sutherland.

The second heat went to the Auckland driver, Len Gardner (supercharged Triumph). He made the most of a front grid position and never looked like being caught. Todd was second, and Sutherland third, Denovan, the motor of his car running very rough, finishing fourth.

One heat remaining, it was still anybody's championship. Sutherland and Sparge, who was fifth in the second heat, shared the lead with 25 points, and Todd was a further point behind. Denovan was next on 22.

But in the final heat none of the leading contender triumphed. Grant again took the lead from the start, and proceeded to draw away from the field at a rapid rate. He finished half a lap ahead of the runner-up, Denovan, to become the most successful driver of the night in race wins. Unfortunately, he failed to finish the second heat and he had no chance of winning the title.

Rex Burt (Christchurch), the up with an even more convincing win in the first scratch race, but it was Palmer who had the final say, winning the last race in fine style.

The New Zealand champion, Larry Ross, indicated that he was ready for the New Zealand final of the world championship next Saturday with two outstanding rides. He won both feature scratch races in the impressive time of 77sec.

One record was set during the night. Alan Coles lowered the supermodified car lap record several times during the two races held in the class, finally leaving it at 18.35sec.

CARS

Results of the New Zealand three-quarter midget car championship were:—

Qualifying heats (six laps).—First race: G. Sparko (Hawke's Bay) 1, N. Chandler (Christchurch) 2, K. Harris (Christchurch) 3. Time: 2:3.4. Second race: G. Wilks (Kihikihi) 1, S. Todd (Hawke's Bay) 2, W. Denovan (Christchurch) 3. Time: 2:6.8. Third race: C. Grant (Hawke's Bay) 1, G. Parr (Christchurch) 2, B. Hobbs (Christchurch) 3. Time: 2:0.7. First repechage: G. Corbett (Hamilton) 1, P. Sutherland (Auckland) 2, L. Gardner (Auckland) 3. Time: 2:6.9. Second repechage: R. Burt (Christchurch) 1, D. Harper (Christchurch) 2, K. Cooper (Auckland) 3. Time: 2:7.8.

Championship heats (10 laps).—First race: C. Grant (Hawke's Bay) 1, W. Denovan (Christchurch) 2, G. Spargo (Hawke's Bay) 3, P. Sutherland (Auckland) 4, G. Parr (Christchurch) 5. Time: 3:19.5. Second race: L. Gardner (Auckland) 1, S. Todd (Hawke's Bay) 2, Sutherland 3, K. Cooper (Auckland) 4, Sparko 5. Time: 3:17.3. Third race: Grant 1, Denovan 2, R. Burt (Christchurch) 3, B. Hobbs (Christchurch) 4, Sutherland 5. Run-off for first (four laps): Southerland 1, Denovan 2. Time: 79.3.

Midget car events.—Opening handicap (six laps): L. Millar (Roxburgh (50yd) 3. Time: 2:3.7. (60yd) 1, M. Williams (60yd) 2, G. Roxburgh (50yds) 3. Time: 2:3.7. Pall Mall scratch (eight laps): Millar 1, A. Palmer 2, Williams 3. Time: 2:35. Firestone $1000 scratch (eight laps): Palmer 1, Millar 2, Williams 3. Time: 2:31.9.

Supermodified cars.—Opening scratch race (eight laps): M. Allan 1, S. Everett 2, T. Lynch 3. Time: 2:38.7. Second scratch (eight laps): A. Coles 1, Allan 2, J. Annan 3.

MOTOR-CYCLES

Novice solo events (four laps).—First qualifying races: S. Duff 1, D. Maxwell 2, P. Harrington 3. Time: 92.7.

Second division solo events (four laps).—First qualifying race: P. Salt 1, K. Robinson 2, S. Duff 3. Time: 85.3. Second qualifying race: J. Hanning 1, A. Sintes 2, J. Moore 3. Times: 82.2. Final: Salt 1, Hanning 2, R. Seyb 3. Time: 82.6.

First division solo events (four laps).—Opening handicap: H. Brown (50yds) 1, P. Fewings (60yds) 2, I. Ross (50yds) 3. Time: 81.6. Second handicap: B. Wright (30yds) 1, I. Hindle (30yds) 2, G. Stewart (30yds) 3. Time: 80.2. First qualifying race: Wright 1, Fewings 2, B. McMillan 3. Time: 79.6. Second qualifying race: Ross 1, Brown 2, G. Stewart 3. Time: 78.0. Pall Mall scratch: J. Hanning 1, W. Aldridge 2, C. Blackett 3. Time: 84.5. Tommy's Suzuki Centre super six: Ross 1, Brown 2, Fewings 3. Time: 77.0. Go Cola flying four: Ross 1, Wright 2, Fewings 3. Time: 77.0.

Sidecar events (four laps).—Opening handicap: G. Bagilla and

Rod Dew looks behind...

THE SPEEDWAY SCENE

15th Meeting Saturday, 14th February 1976

Tonight marks the national climax of one of the most important changes in motor-cycle speedway racing for many years. This season is the first in which qualifying rounds for the world championship have been held in this country and tonight the finest riders from these preliminary events will be battling it out in the New Zealand final.

The top eight will progress on to the Australasian final at Auckland's Western Springs where they will meet the top eight from the Australian final. What happens from there on is a trifle confusing. Originally, three from Australia and two from New Zealand were to have qualified from this for the Intercontinental final in Europe next northern season. But the latest wispers indicate that now only the top four will go forward.

No doubt this will be sorted out in due course but there is no doubt that eight of the 16 qualifiers are going to be eliminated tonight.

Top honours seem certain to go New Zealand's two four-times world champions, IVAN MAUGER and BARRY BRIGGS. Both have been touring with their World Champions' Troupe and this was the reason why neither were available to he help New Zealand in its rather unequal test battle against Great Britian.

MAUGER

Both have been keeping special motors in reserve specially for tonight's meeting and, although the opposition they will meet might not be right up to the highest world levels, they are taking no chances. Both will be going for maximum points.

Mauger, on recent form, must be the rider to beat. His record in international competition is tremendous. The last world final he failed to finish in the first three (he was fourth) but that was the first time for nine years that he had not done so. And Ivan still has his sights on the fifth world title win which would put him equal with the great Swedish champion, OVE FUNDIN.

BRIGGS

The incomparable Briggo is now in the twilight of a great career – one which has brought him every possible honour. There is nothing left for him, really, but he loves speedway and he loves racing. So every year, he thinks about tossing it all away and then buckles down to the business of beating the best in the world. Barry led the Wimbledon team in London last season for the final time. He has retired from the British League. He has done this before but this time, says Barry, it is for good.

Nevertheless, he is still considering racing in the occasional international meeting when it suits him. And, of course, he has decided to have yet another crack at qualifying for the world final, this year to be held in Poland. Barry's future plans revolve very much about what happens tonight and in the Australasian final.

If he gets through – and it is hard to visualise him failing to do so – then he might return to Britain for the next six months or so. But if something goes wrong, he may well settle down in New Zealand for good. Whatever happens, Briggo intends to re-settle in Christchurch with his wife, June, and two boys. So, hopefully, wer might be seeing a lot more of him in future.

The third member of New Zealand's world championship winners' club, RONNIE MOORE, has not raced since that dreadful crash in Australia last year. But he is here tonight to watch his former rivals and friends in action. In fact, he has had quite a bit to do with the organisation of the qualifying rounds. He is a member of the committee controlling the meetings and last week supervised the draw for tonight's meeting.

Of the Templeton riders, the two most likely to do well are LARRY ROSS and GRAEME STAPLETON. "Stape" was out on his own last season but this year he has had his problems – first an attack of glandular fever and now a shoulder injury. Last week-end, Graeme, a former New Zealand champion moto-cross rider, decided to get his off-road racer out for the first time this summer and compete in a moto-cross at Ashburton.

But luck was against him. He was lapping a slower rider and was forced off the track, crashing heavily. He has been forced to wear a shoulder brace since and actually rode in the final test against the Englishmen at Auckland last Monday with the injury strapped up. "I was too impatient", Graeme recalls of the crash. "I should have waited for an easier place to pass".

STAPLETON

Stapleton captained the New Zealand team in all three official tests against the touring British Lions and rode well. The British riders were all mounted on faster bikes and Stape has now bought one of these, a Weslake, which he will have in time for the Australasian final.

Larry is, as you are all aware, the reigning New Zealand champion. He has had a rapid rise in international speedway and last season rode with Barry Briggs in the Wimbledon first

division league team in Britain. The experience improved him markedly and now he is a top international performer in his own right. And he is going to get better yet.

One of the more interesting and controversial riders in tonight's final is ROY TRIGG, a former world finalist and British test rider. It was not so long ago that Trigg was touring New Zealand with the British Lions and many people are finding it difficult to accept that he can ride in the New Zealand final. But Trigg has settled in New Zealand and he has been here for two years and the Speedway Control Board felt that this was long enough.

One can't help wondering what the reaction of New Zealand riders living permanently in Britain will be to this. They have to return to New Zealand if they want to start in the world championship qualifying rounds.

But whatever the rights and wrongs of the matter, Trigg is an accomplished performer and tonight's meeting should be enriched by his presence.

He gained some useful international experience racing in the early meetings of the World Champions' Troup as Britain's representative and should be in pretty good shape for tonight's final.

ROBIN ADLINGTON (Wellington), MIKE FULLERTON (Auckland) and COLIN FARQUHARSON (Napier), who rode for New Zealand in the Templeton test, are among the North Island qualifiers and must have high hopes of finishing in the top eight. Two others who appeared in the Auckland tests against the British Lions, COLIN TUCKER and JOHN GOODALL (both Auckland) are also starters.

But there is one notable absentee from the qualifiers tonight. MAX BROWN (Christchurch), who rode so well for New Zealand in the second test, did not return from Britain in time to ride in the qualifying rounds and so will be a spectator tonight. This perhaps highlights one of the weaknesses of the present qualifying system. Here is a rider good enough to be in the first six for New Zealand in the second test who has been unable to find a place among the top 16 for the New Zealand final.

There is a familiar figure among the reserves tonight, BOB ANDREWS, and Englishman who has been living in Auckland for so long that he is accepted by everybody as a genuine Kiwi. Bob had a bad crash last season which seemed likely to end his racing career. But his is back in action and going pretty well. He is a former world finalist and a few years ago shared the world best pairs championship with Ivan Mauger.

In the 20 heats tonight, every rider will get five starts.

* * * * * * *

But the way, Ronnie Moore's biography is now expected to be out in the shops by July or August. It will be known, simply, as THE RONNIE MOORE STORY. The publishers feel that no further explanation is necessary. And I think you will have to agree. There is a lot in the book which has not previously been brought to light – like the time Ove Fundin jumped up and down on his helmet . . . . . And there was that occasion when Ronnie was lost in a desert on a motor-cycle without brakes or lights!

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Event A — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
11	PAUL HARRINGTON	3
~~44~~	~~PATRIC DAWSON~~	1
37	TONY NORTH	2
41	ROBERT SEYB	5
14	NIGEL HARRIS	6
~~10~~	~~PHILLIP LYNDSEY~~	4

1 41 2 37 3 11 Time 88.4

Event B — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
39	STEPHEN DUFF	2
31	ROYCE BROWN	1
30	ALAN BUNNY	6
~~38~~	~~WAYNE SKILLING~~ ROBERT SEYB FELL	4
18	DENNIS MAXWELL	5
37 ~~22~~	~~TERRY JEMMETT~~ TONY NORTH	3

1 31 2 39 3 37 Time 91.7

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RE-RUN

EVENT 1 — PALL MALL
WORLD CHAMPIONSHIP N Z FINAL

No.	Heat 1	Grid	Helmet Colour
1	ROY TRIGGS	1	Red
2	~~JOHN GOODALL~~ SARGENT STEWART	2	Blue FELL EAC
3	PAUL FEWINGS	3	White
4	BRUCE MITCHELL	4	Yellow

1 1 2 3 3 4 Time 79

EVENT 2 — PALL MALL
WORLD CHAMPIONSHIP N Z FINAL

No.	Heat 2	Grid	Helmet Colour
5	ROBIN ADLINGTON	1	Red E.F.
7	KEVIN BURT	2	Blue
6	PAUL CHURCH	3	White
8	MIKE FULLERTON	4	Yellow E.F. PUSHED F. CAP.

1 6 2 7 3 8 Time 91.2

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Mauger narrowly wins speedway

(By ROD DEW)

Ivan Mauger, of Christchurch, took his first big step towards further international honours when he won the New Zealand final of the world solo speedway championship at the Templeton Pall Mall Speedway on Saturday night.

But the man who has dominated world speedway for almost a decade had to wait until after a run-off with his great rival, Barry Briggs, also of Christchurch, before he could be sure of the first place prize money. At the end of the 20 heats, the two former world champions were level on 14 points — just one short of the maximum.

In the run-off, the pair demonstrated their superb skill by racing practically the entire distance inches apart, although the outcome was clearly not of great consequence to either. Mauger came from behind on the last corner to win by a length.

Third place also had to be decided on a run-off. The former British international, Roy Trigg, now living in Auckland, finished level on 11 points with the New Zealand champion, Larry Ross, of Christchurch. But in the vital run-off, Trigg, whose acceptance for the New Zealand qualifying rounds created some controversy, was no match for Ross, who had a great night after a dismal first ride.

Ross failed to score a point in his first heat when he finished last. However, on his next visit to the track he provided the upset of the night by defeating Mauger, the four-times world champion's only reversal of the night. It was a great performance by Ross and a strong indication of his potential in international competition.

It also acted as an inspiration to him because he went on to win his next two heats in commanding fashion and finished with a second place in his last ride. His performance was in contrast to that of Trigg, who started strongly with two wins but later faded considerably.

But if Ross stole the limelight from the Templeton-based riders, few could fail to admire the skill and courage of the New Zealand test captain, Graeme Stapleton, of Christchurch. In spite of a broken right shoulder which required the attention of a doctor during the night, he won two of his five heats to total 10 points and share fifth place with Paul Fewings (Christchurch) and Colin Tucker (Auckland).

His selection as the Mutual Travel "Sportsman of the Night" was a popular one. He set one of the fastest times of the night, 76.2sec, in winning the eighteenth heat. Only Briggs, who looked anything but a rider in the twilight of his career, and Mauger were faster.

Stapleton broke his shoulder in a moto-cross crash the previous Sunday.

BRIGGS FASTEST

It was Briggs who took time honours. He was the only rider to dip under 76sec with his victory in 75.8sec in the penultimate heat. He also recorded the fastest lap of the night, 18.1sec. Mauger's best was 76sec, which he recorded twice.

The eight riders who will represent New Zealand in the Australian final at Auckland next Saturday against the top eight Australians with points scored, are: Mauger 14, Briggs 14, Ross 11, Trigg 11, Stapleton 10, Fewings 10, Tucker 10, C. Farquharson (Napier) 7.

Dennis Sincock (Christchurch) and the New Zealand test rider, Robin Adlington (Wellington), tied for ninth place on six points and a run-off was required to decide who would go forward as first reserve. This turned into a non-event when Adlington's motor failed him on the first lap.

Paul Church (Auckland), who also represented New Zealand against the British Lions, was another prominent rider who failed to qualify. He made a good start, winning his first ride, but in his third visit to the track he lost control on the South Bend when Ross beat him into the corner. He slid at high speed head first into the wooden safety fence. He was taken to hospital for treatment.

In the supermodified car events, Alan Coles dominated proceedings. In the first eight-lap event he won comfortably from the former national champion, Peter Annan, in 2min 38.9sec, well inside the listed record. Then, at the end of the night he set a new 10-lap record of 13min 13.8sec. Coles now holds every record in the class except for six laps.

Laurie Millar indicated that he was in fine form for the South Island midget car championship next Saturday, winning both scratch races in impressive style.

Results were:

MOTOR-CYCLES

New Zealand final (each heat 4 laps).—Heat 1: R. Trigg (Auckl.) 1, P. Fewings (Chch) 2, B. Mitchell (Chch) 3. Time, 79.0. Heat 2: P. Church (Auckl.) 1, K. Burt (Chch) 2, M. Fullerton (Auckl.) 3. Time, 81.2. Heat 3: B. Briggs (Chch) 1, C. Farquharson (Napier) 2, G. Stapleton (Chch) 3. Time, 76.0. Heat 4: I. Mauger (Chch) 1, D. Sincock (Chch) 2, C. Tucker (Auckl.) 3. Time, 78.0. Heat 5: Trigg 1, Tucker 2, Stapleton 3. Time, 78.0. Heat 6: Farquharson 1, Sincock 2, Church 3. Time, 79.0. Heat 7: L. Ross (Chch) 1, J. Mauger 2, Fewings 3. Time, 77.1. Heat 8: Briggs 1, M. Salt (Chch) 2, Mitchell 3. Time, 77.0. Heat 9: Ross 1, Trigg 2, Salt 3. Time, 77.7. Heat 10: Mauger 1, Briggs 2, R. Adlington (Well.) 3. Time, 76.0.

Heat 11: Stapleton 1, Fewings 2, Sincock 3. Time, 76.1. Heat 12: Tucker 1, Farquharson 2, Burt 3. Time, 78.4. Heat 13: Briggs 1, Trigg 2, Sincock 3. Time, 76.3. Heat 14: Ross 1, Tucker 2, G. Stewart (Chch) 3. Time, 77.1. Heat 15: Fewings 1, Adlington 2, Salt 3. Time, 78.9. Heat 16: Mauger 1, Stapleton 2, P. Wells (Auck.) 3. Time, 76.0. Heat 17: Mauger 1, Wells 2, Trigg 3. Time, 76.5. Heat 18: Stapleton 1, Stewart 2, Salt 3. Time, 76.2. Heat 19: Briggs 1, Fewings 2, Tucker 3. Time, 75.8. Heat 20: Adlington 1, Ross 2, Sincock 3. Time, 77.2.

Run-offs.—For reserve position: Sincock, 81.2. For third place: Ross 1, Trigg 2. Time, 76.3. For first place: Mauger 1, Briggs 2. Time, 77.8.

Novice solo events (4 laps).—First qualifying race: P. Dawson 1, A. North 2, P. Harrington 3. Time, 88.4. Second qualifying race: R. Brown 1, S. Duff 2, A. North 3. Time, 91.7.

CARS

Midget cars.—Pall Mall scratch (8 laps): L. Millar 1, A. Palmer 2, J. Bryan 3. Time, 2:55. Firestone $1000 scratch (8 laps): Millar 1, Palmer 2, Bryan 3.

Dwight wins again

Les Dwight, jun. (1000 c.c. Vincent), of Christchurch, won the New Zealand speedway sidecar championship for the third time at Rotorua on Saturday night.

It was a decisive victory. With Steve Unwin as passenger he won two heats and was second in the other.

Noel McConnell (Yamaha 1000), of Hamilton, was runner-up and Terry Soffe (Suzuki 750), of Auckland, third.

The championship was marred by the death of Lloyd Drake of Auckland. A passenger on the outfit ridden by Bill Buckley, he was crushed in a collision with another machine. He was a racing passenger of considerable experience and was a familiar figure at Templeton.

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Rod Dew looks behind...

THE SPEEDWAY SCENE

16th Meeting Saturday, 21st February 1976

Trying to predict the outcome of a championship event can be a hazardous pastime. Few people, for example, could have expected KEITH SCHUMACHER (Volvo) to rise so brilliantly to the occasion last season to win the South Island midget car championship. Tonight Keith gets his chance to make it two in a row but again he is by no means the favourite.

LAURIE MILLAR

The two strongest challengers for the title on form this season must be LAURIE MILLAR (Datsun) and ALLAN PALMER (Sesco). Both have been in brilliant form this season. Palmer has made a tremendous impact in what is his first season of racing in the full-sized midget car class. His ability to get the best out of his American straight-four Sesco racer cannot be questioned, although it is very different from the three-quarter midgets he previously raced.

But last Saturday, Millar, who has been a title contender for some years without actually winning, indicated that he had hit top form at the right time. He won both scratch races in fine style and there was not very much Palmer could do about it. Millar visited the United States last season and brought back a few ideas with him. These are now incorporated in his Datsun racer, which he built and prepares himself.

Palmer made the same trip and he brought back his fabulous Seseo racer. But last Saturday he was having trouble getting any drive from the track and at the end of the meeting made a special request for the track surface to be improved.

ALLAN PALMER

Schumacher must, of course, be regarded as a threat, particularly if the traffic is heavy. But on times recorded this season the driver most likely to prove a threat to Millar and Palmer must be MARK WILLIAMS (Chevy II), another former TQ driver in his first season of midget racing. His car, unfortunately, is still being developed and has proved a trifle unreliable so far. But Williams is certain to have ironed out most of the bugs by tonight.

There are two former South Island champions in the field – TREVOR HALL (Taubmans Chevy II), who dominated the event for a decade, and JOHN MCKITTERICK (Datsun). Both are capable of championship winning performances again.

But there is plenty of depth in the field. GORDON ROXBURGH (Holden), JACK BRYAN (Holden) and KEVIN PROCTOR (Holden) all have the ability to surprise. And, of course, there is EDWIN MURRAY (Offenhauser), who has made only rare appearances at the track this season. His car is as fast as any other in the championship and he is a driver of proven ability. He is the only one to have previously won the New Zealand championship.

Tonight's championship will be decided on points over three heats.

* * *

I don't think too many people were surprised when four-times world champion IVAN MAUGER won the New Zealand final of the world championship last Saturday. Ivan finished first equal on points with another four-time winner of the world crown, BARRY BRIGGS, and won the first place prize money on a run-off. These two are still very much in a class of their own and Briggs, now 41, is obviously not far short of his peak even now. He recorded the fastest lap last Saturday in 18.1 sec and also the fastest race time of 75.8 sec in winning the second-last heat.

However, LARRY ROSS provided hope for the future when he gained a fantastic win over Ivan in his second ride. No other New Zealand rider has achieved this at Templeton in recent years. Larry finished a very creditable third in the final after a run-off with Englishman ROY TRIGG.

Other qualifiers for tonight's Australasian final in Auckland are Paul Fewings (Templeton), Graeme Stapleton (Templeton), Colin Tucker (Auckland), Colin Farquharson (Napier). The reserve is Dennis Sincock (Templeton).

After last Saturday's meeting, the riders held a meeting and decided to write a letter of protest to the Speedway Control Board against Australia's bid to change the system of qualification. The Australians wanted the top four to go forward to the Intercontinental final at Wembley, irrespective of what country they represented. The New Zealanders wanted two from each country. That way, both were assured of representation. At the time of writing, the outcome was not known.

* * *

GRAEME STAPLETON was chosen as the Mutual Travel sportsman of the night last Saturday and he deserved it. He rode in the final with a broken right shoulder and showed a lot of talent. Unfortunately, Graemie has abandoned plans to return to Britain for the British league season. Business commitments are certain to keep him in New Zealand. He had been allocated to Birmingham by the rider control committee. Next year, however, he is determined to return to the European scene.

* * *

LES DWIGHT jnr and STEVE UNWIN (1000 Vinvent) won the New Zealand sidecar championship at Rotorua last Saturday for the third time. They won two heats and were second in the other to maintain the Dwight dominance of sidecar racing in this country. Between them, Dwight and his father, LES DWIGHT snr. have won the national crown for the last five years.

The meeting was, unfortunately, marred by the death of LLOYD DRAKE, a passenger on the sidecar of Aucklander BILL BUCKLEY. Lloyd had visited Templeton on several occasions and will be remembered as a sidecar passenger of considerable skill.

* * *

GAVIN PARR was the top scorer in the South Island three-quarter midget car championship at Invercargill last Sunday. In a contest spoiled by poor track preparation and controversy over the interpretation of rules, he kept the Templeton flag flying high to win his first title. The runner-up was Invercargill's B. Mitchell. Third place was shared by REX BURT, NORRIE CHANDLER and WAYNE DENOVAN.

* * *

ROGER GLEESON

The New Zealand supermodified championship at Hamilton's Forest Lake Stadium last Saturday resulted in a narrow win for Auckland's GARY McINTYRE. But much of his thunder was stolen by ROGER GLEESON, who set a new lap record of 17 sec. Gleeson finished second equal with WILLIE KAYE (Auckland) on 41 points—just a point behind the winner. Kaye's car was damaged and he was unable to take part in a run-off so second place went to Gleeson by default. Fourth man was GARY MARCH.

Tonight Gleeson will clash with ALAN COLES, who has been breaking track records with monotonous regularity ever since Gleeson went up north. A special six-lap race is planned with selected drivers and this should prove interesting.

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Event A. 4 Laps

NOVICE QUALIFYING

No.	Rider	Grid
~~45~~	~~JAMES MOORE~~	5
~~30~~	~~ALAN BUNNY~~	2
10	PHILLIP LYNDSAY	6
4 ~~44~~	~~PATRICK DAWSON~~ ALAN CROSGIE.	1
14	NIGEL HARRIS	3
31	ROYCE BROWN	4
22	TERRY SEMMETT	

1 4 2 45 3 22 Time 83

Event B. 4 Laps

NOVICE QUALIFYING

No.	Rider	Grid
39	STEPHEN DUFF	2
37	TONY NORTH	1
38	WAYNE SKILLING FELL RMTD.	4
18	DENNIS MAXWELL	6
11	PAUL HARRINGTON FELL	5
13	GRAHAM TAYLOR	3

1 13 2 37 3 39 Time

Event 1 4 Laps

NOVICE FINAL

No.	Rider	Grid
13	G. TAYLOR	5
39	S. DUFF	3
45	J. MOORE	1
37	T. NORTH FELL EXC	6
22	T. SEMMETT EF.	2
4	A. CROSGIE	4

1 45 2 4 3 13 Time 83.2

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Rod Dew looks behind...

THE SPEEDWAY SCENE

17 th Meeting Saturday, 28th February 1976

IVAN MAUGER

New Zealand will be represented by only one rider in the Intercontinental final of the world solo championship at Wembley in June–four-times world champion IVAN MAUGER. And he was forced into a run-off against two Australians, MITCH SHIRRA and PHIL HERNE, before winning his way through in the Australasian final at Auckland last Saturday.

BARRY BRIGGS, another four-time winner of the world title, was ruled out for breaking in the second heat. He scored eight points in his other races but this was not good enough to get him into a qualifying position. The first four qualified for the Intercontinental final. Had Briggs won the race he was disqualified from he would have joined Mauger in the run-off for the final place. So, whatever happened, only one Kiwi would have got through.

Ivan also suffered from tape breakings and was put out for one heat. It was this which caused his last ditch battle to qualify.

The Australasian final was won by JOHN BOULGER (Australia) with 14 points–one short of the maximum. BILLY SANDERS (Australia) with 13 and PHIL CRUMP (Australia) with 12 filled the next two places. Mauger, 17-year-old Shirra and Herne all finished on 11. But in the re-run, Mauger had no difficulty in asserting his authority. He led from the start and won easing up in 69.8 sec to regain the track record. Crump had earlier set the record of 70 sec.

Other Templeton riders finished well down. National champion LARRY ROSS scored four points and GRAEME STAPLETON, the New Zealand test captain, collected three. Stapleton was still handicapped by his broken right shoulder.

* * *

New Zealand lost one important battle last Saturday in the Australasian final at Western Springs. New Zealand wanted the first two from New Zealand and the first two from Australia to qualify for the Intercontinental final. But the Australians, who wanted the first four to qualify, had their way. However, it is unlikely to stop here.

Mauger, who was strongly opposed to making it "open slather" because of the effect this could have on the Kiwis'

UNLUCKY BARRY BRIGGS

chances in future years, had it on good authority that if New Zealand and Australia could not agree, the first two from each country would qualify. But irrespective of the qualifying system, the fact remains that the number of qualifying places available to New Zealanders and Australians under the new system is not nearly enough. There should be eight places at stake–twice as many as there are at present.

Ivan and Briggs are both of the opinion that an Australasian final is unnecessary. They felt that the top riders could qualify at the New Zealand final, which they feel should also be the New Zealand championship It is a thought which has considerable merit. Among other things, it would ensure that the leading riders in the country competed in the New Zealand championship.

* * * * * *

ALLAN PALMER won the South Island championship last Saturday in a meeting shrouded in controversy. Palmer drove well to win the contest in his first season as a driver in the midget car class (he previously raced in the three-

quarter midget class) but the contest was not one of the great speedway events of recent times. At the time of writing, a meeting of drivers and Auto Cycle Union officials was being planned to try and decide whether the championship should be run again.

Incidentally, LAURIE MILLAR, who seemed to have the title wrapped up until he was knocked out of the contest in the first bend of the final heat, was running most of the night on three-cylinders. "I still had enough power to keep up with the field but it was difficult trying to pass anybody," he said. The trouble was discovered to be a burnt out valve when the motor was taken down on Monday.

Final championship points last Saturday were:–

Allan Palmer 18, Kevin Proctor 18, Laurie Millar 14, Mark Williams 14, Jack Bryan 10, John McKitterick 8, Gordon Roxburgh 6, Trevor Hall 3.

* * * * *

The mutual travel "Sportsman of the Night" award went to a supermodified driver for the first time last Saturday. ALAN COLES, who has been making considerable progress week by week, equalled his own lap record of 18.5 sec. But it was as much for his restrianed but skillful driving as anything else that he received the award.

NORRIE CHANDLER

GAVIN PARR has certainly been having a successful time in the three-quarter midget car class recently. After winning the South Island crown at Invercargill, last Saturday he won both feature scratch races and claimed third place behind NORRIE CHANDLER and GEOFF STONE in the opening handicap event. These performances are worthy of special mention because Parr still relied on a JAP motor for his power. There is only one other car which used the JAP motor and that is the one driven by DAVID HARPER, of Ashburton. It was not so long ago when practically every car in the class had a JAP under its bonnet. Could it be that the drivers have been unwise to sacrifice reliability for speed?

* * * * * * * *

Although only in his first season of speedway, JOHN HANNING has made much progress this season. An indication of this came last Saturday, when he won the second division final in the excellent time of 80.5 sec and went on to finish third in the first division qualifying round and gain a place in the super six scratch race. Until relatively recently, Hanning concentrated on motor cross racing and had considerable success with a CR250 Honda Elsinore.

* * * * * * * *

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Event A **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
22	TERRY JEMMETT	2
11	PAUL HARRINGTON	3
39	STEPHEN DUFF	4
18	DENNIS MAXWELL	1
~~30~~	~~ALAN BUNNY~~	
31	ROYCE BROWN	5

1 18 2 22 3 11 Time 85.8

Event B **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
~~30~~	ALAN BUNNY	
~~14~~	~~NIGEL HARRIS~~	1
41	ROBERT SEYB	5
10	PHILLIP LYNDSEY	4
~~2~~	~~KEN ROBINSON~~	2
37	TONY NORTH FALL OUTD.	3
44	PATRICK PAWSON	6

1 44 2 41 3 30 Time 86

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Event C **4 Laps**

SIDE CAR QUALIFYING

No.	Rider	Grid
~~4~~	K. FRENCH – P. FRENCH	
~~7~~	~~IAN BEGBIE/TONY HENRY~~	5
	~~Rickman Triumph~~	
7	BRENT BEADLE/ALAN BOYLE	
	Cashmere TV Ltd Triumph	2
8	BARRY LYNCH/DAVE SCOBIE	
	Dave Scobie Motor Cycles Suzuki	6
12	HOWARD ASKEY/IAN COMBRIDGE	
	Warrington Service Station Norton	1
~~13~~	~~WARREN BENSON/BRUCE HEGGLUN~~	
6	DEACON FULLAR ~~Bakers Triumph~~ DAVE MOLSWORTH	3
~~1~~	~~PETER LAMBERT/NIGEL LAMBERT~~	
5	LES DUGGIT ~~Dyer & McTorque Triumph~~ STEVE NEWMAN	4

1 5 2 6 3 12 Time 85.2

1st 3rd 5th to Event 2
1st 2nd 4th to Event 10

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RE-RUN.

Event 1 — **4 Laps**

NOVICE FINAL

No.	Rider	Grid
22	TIRAY JENNETT E.F	5
44	PATRICK CAULSON	2
18	DENIS MAXWELL	3
41	ROBERT SEYB	1
30	NEAL BUNNY	4
11	PAUL HARRINGTON FELLEX	6

1 44 2 41 3 18 Time 84.7

Event 2 — **8 Laps**

SIDE CAR SCRATCH

No.	Rider	Grid
5	LES DWIGHT/STEVE UNWIN– 1000cc Vincent	.....
4	KEVIN FRENCH/PAUL FRENCH– Les Dwight Senior Vincent	.....
6	GRAHAM PULLAN/DAVE MOLYNEAU Paul Easterbrook 750 Norton	.....

plus 1st, 3rd 5th from Event C

7	B. BENDLE – A. BOULE	.....
8	B. LYNCH – D. SCORE	.....
.....	.....	.....

1 5 2 6 3 9 Time: 83.8

Event 3 — **HORNBY AUTO SERVICES T.Q. HANDICAP** — **6 Laps**

No.	Rider	Handicap
9	NOEL GRIEBEL – Roxburgh Panel Beating Triumph 650 E.F.	20
44	REX BURT/Triumph 650cc	50
13	OWEN PAINTIN/Triumph 650cc	GO
0	TONY DAVIS/Hornby Auto Services Triumph 650cc	80
2	WAYNE DENOVAN/Lancaster Ferry Motors Truimph 650	80
~~3~~	~~CHRIS HOBBS/Hobbs Bros. Auto Spares Triumph 650~~	50
~~15~~	~~DARYL JONES/Dunsandle Service Station Triumph 650~~	40
20	DAVE CAWLEY/Papanui Car Sales Triumph 650	50
4TH 32	NORRIE CHANDLER/Metro Auto Court Triumph 650	80
12	DAVE HARPER/Ashburton Auto Court Jap 500	40
19	DAVE ELLSEY/Suzuki 500	10
~~4~~	~~SAM WOODS/Suzuki 500~~	10
16	GAVIN PARR/Savage Marine Jap 500	80
8	GRAHAM EYLES/BSA 650	10
7	BRUCE HOBBS/Hobbs Bros. Auto Spares Yamaha 650	50
27	KEVIN HARRIS/Kirner Uphostrey Triumph 650 E.F.	30
26	WIN CHAPPEL/Honda 650	GO
28	RAY WHITING/Honda 650 Creke Road Motors	30
17	GEOFF STONE/Auto Salvage Honda 650	40
5	DARRYL HORWELL/West Melton Service Centre Hirth 650cc	GO

1 17 2 2 3 28 Time 2-14.6

Points: Norrie Chandler 38. Gavin Parr 22 Tony Davis 16

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Rod Dew looks behind...

THE SPEEDWAY SCENE

18th Meeting Saturday, 6th March 1976

There can be no doubt about it now. ALLAN PALMER is the South Island midget car champion. He emerged victorious in the second running of the championship at Templeton last Saturday and was even more convincing than he was the previous week when protests and disruptions led to it being declared "no contest" after a meeting of drivers during the week.

Palmer scored 18 points from a first, a second and a third to finish three points clear of KEVIN PROCTOR. Third place went to LAURIE MILLAR, who spun out on the second heat but gained a win and a second placing in the other two.

Allan Palmer gained an additional honour this time, too. This was the Mutual Travel "Sportsman of the Night" award. He certainly earned it, not only for his fine win in the championship but also for the sporting manner in which he accepted the decision to re-run the championship after he had won it for the first time.

There was another fine act of sportsmanship in the championship and that was by TREVOR HALL. He got shunted out of the first heat on the first bend and finished sixth. And when JOHNNY McKITTERICK suffered mechanical problems with his Datsun racer Hall, whose chances had all but disappeared, loaned his Chevy II to McKitterick for the remaining two heats. McKitterick settled down remarkably quickly in the unfamiliar car and claimed fifth place in the second heat to keep his title hopes alive. But in the final heat he spun out and retired into the centre.

Hall, incidentally, dominated the South Island championship for many years. He won his first title at the old Aranui track in the late 1950's – that is how long he has been at the wheel – and went on to win something like nine or 10 island titles in the class. It is unlikely that his record will ever be matched. His battles with MERV SLOAN (who drove that famous old Ford Model powered "Popeye" which JIGGS ALEXANDER first drove to prominence at Aranui) and, later, ROYCE CLIVE (who drove the same car) will not be forgotten easily.

* * * * * * *

New Zealand solo champion LARRY ROSS has flown back to Britain (via America) and will again ride for Wimbledon in the British League. His first ride of the British season will be on March 11.

But before he does, one of his first jobs will be to get a new four-valve bike. He will either use an Australian Neil Street conversion or one being made by four-times champion BARRY BRIGGS. Briggo hasn't said much about his special head but it is certain to be the most up-to-date possible.

ROSS

Gavin Parr, South Island Champion, in action in his three-quarter midget car.

Briggo, of course, has retired from league racing and Wimbledon will have a new captain, Swedish rider TOMMY JANSSON, who visited Templeton earlier this season with the World Champions' Troupe. Jansson is obviously going places in the sport and Larry believes that he will be paired with him.

Larry is very happy about this prospect and is also certain that Wimbledon will do even better than it did last season when he made his first division debut. Ross has now been racing on speedway for only four years and last northern season forced his way into the Wimbledon first division side without first having to ride in the second division. He admits that he learned a lot – fast. "It was a matter of having to." he hold me. "But I could never have done it without the help of Barry Briggs. He spent a lot of time with me and if ever I wanted to know something, it was always him I turned to".

* * * * * * *

Larry Ross is the only Templeton rider returning to Britain this season. MAX BROWN, riding better than ever and improving with every race, ROGER WRIGHT and PAUL FEWINGS, who all are staying home this time, Fewings, however, has not yet closed the door on the possibility of an eleventh hour change of mind.

The two talented Englishmen, IAN HINDLE and KEITH ANDERSON, have both returned to their homelands, hopefully richer for the experience of spending a season under contract at Templeton. They certainly enlivened the domestic scene and, I am sure, learned a lot, even if they were already outstanding performers in their own right. Hindle won the Canterbury championship earlier in the season.

HINDLE

* * * * * * *

Would you like to see how your favourite racer performs – without his bike or car? Well, the opportunity is coming up shortly. The annual speedway picnic is being held at Prebbleton Domain on Sunday, March 14, starting at 11.00 a.m. Everybody is invited. It should be a great day out. If the weather is bad, the postponement will be broadcast over Radio Avon.

* * * * * * *

ALAN COLES is certainly the man of the moment in supermodified competition. Last Saturday he clipped four-fifths of a second off the 10 lap record he already held with a brilliant new time of 3 min. 13 sec. Now that he has mastered the CAE Chevy, he is sweeping all before him. He is certainly one of the most unspectacular but effective drivers in the class. He keeps out of trouble and yet almost invariably in recent meetings has ended up leading the field home. It is worth noting the Coles's car is devoid of the paraphernalia which covers most other cars. It makes one wonder whether the aerofoils serve the purpose they are designed for.

* * * * * * *

LES DWIGHT Jnr. and STEVE UNWIN were flying in more ways that one last Saturday. Fresh from their success in the New Zealand championship, they won the first three scratch races in splendid style. But in the final handicap event they crashed spectacularly and both were taken to hospital. However, their injuries were not serious. South Island champions GRAHAM PULLAN and DAVE MOLYNEUX were also involed but escaped with a severe shaking. What with one thing and another, there has been no lack of excitement in the sidecar class this season. And the racing has been of an exceptionally high standard. No longer can this be considered the orphan class of the sport.

* * * * * * *

GAVIN PARR is certainly the most successful driver in the three-quarter midget car class this season. One of the few still relying on JAP power, he is in an unbeatable position in the Geoff Stone Motors series. He has 27 points compared with the 19 of his nearest rival, TONY DAVIS. He also leads the Bobbs Bros. scratch series on 24 points – three ahead of NORRIE CHANDLER. Chandler, however, has a comfortable lead in the Hornby Auto Services handicap series. Chandler has 38 points and Parr 22. Third place is held by Davis on 16. In addition to his success on the domestic scene, Parr also won the South Island title at Invercargill this season.

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Event A — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
22	TERRY JEMMETT E.F.	3
~~11~~	~~PAUL HARRINGTON~~	4
39	STEPHEN DUFF	5
14	NIGEL HARRIS	1
~~37~~	~~TONY NORTH~~	6
8	MURRAY WILLIAMS	2

1 39 2 14 3 8 Time 90.8

Event B — **4 Laps**

NOVICE QUALIFYING

No.	Rider	Grid
18	DENNIS MAXWELL	4
30	ALAN BUNNY	2
31	ROYCE BROWN	5
10	PHILLIP LYNDSAY	1
2	KEN ROBINSON	3

1 2 2 18 3 31 Time 88.9

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